



San Bernardino Associated Governments

1170 W. 3rd Street, San Bernardino, CA 92410

Phone: (909) 884-8276 Fax: (909) 885-4407

Web: www.sanbag.ca.gov



-
- San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies
-

AGENDA

Mountain/Desert Committee Measure I Committee

January 19, 2007

9:00 a.m.

Town of Apple Valley
14955 Dale Evans Parkway
Apple Valley, CA

Mountain/Desert Committee Membership

Chair

Vacant

Darrell Mulvihill, Council Member

City of Big Bear Lake

Vacant, Mayor

Town of Yucca Valley

Vice Chair

Vacant

Mike Leonard, Council Member

City of Hesperia

Brad Mitzelfelt

Board of Supervisors

Trinidad Perez, Mayor Pro Tem
City of Adelanto

Rebecca Valentine, Council Member
City of Needles

Dennis Hansberger
Board of Supervisors

Rick Roelle, Mayor
Town of Apple Valley

Kevin Cole, Mayor
City of Twentynine Palms

Lawrence Dale, Mayor
City of Barstow

Mike Rothschild, Council Member
City of Victorville

San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors.

In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:

***The San Bernardino County Transportation Commission**, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.*

***The San Bernardino County Transportation Authority**, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.*

***The Service Authority for Freeway Emergencies**, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.*

***The Congestion Management Agency**, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.*

*As a **Subregional Planning Agency**, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.*

Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.

**San Bernardino Associated Governments
County Transportation Commission
County Transportation Authority
Service Authority for Freeway Emergencies
County Congestion Management Agency**

AGENDA

**Mountain/Desert Committee
*Measure I Committee**

**January 19, 2007
9:00 a.m.**

Town of Apple Valley
14955 Dale Evans Parkway
Apple Valley, CA

CALL TO ORDER
(Meeting Chaired by Dennis Hansberger)

- I. Attendance:
- II. Agenda Notices/Modifications:
- III. Announcements:

- 1. Possible Conflict of Interest Issues for the Mountain/Desert Committee Meeting of January 19, 2007. Pg. 6**

Note agenda item contractors, subcontractors and agents, which may require member abstentions due to conflict of interest and financial interests. Board Member abstentions shall be stated under this item for recordation on the appropriate item.

Notes/Actions

Consent Calendar

* Items marked with an asterisk denote review/action by both the Mountain/Desert Committee and Measure I Committee.

2. Attendance Register

Pg. 7

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

Discussion Items

* Items marked with an asterisk denote review by both the Mountain/Desert Committee and Measure I Committee.

3. High Desert Corridor, Phase 1

Pg. 9

Receive a Presentation on the High Desert Corridor, Phase 1.
Ryan Graham

4. High Desert Work Trip Travel Patterns

Pg. 10

Receive a Report on the Work Trip Travel Patterns for Workers Residing in the High Desert and Commuting through the Cajon Pass.
Ryan Graham

5. Congestion Management Program Cost Allocation

Pg. 13

1. Approve the cost allocation schedule for the Congestion Management Program (CMP) for 2005/2006; and
2. Approve invoicing of Mountain/Desert jurisdictions.
Deborah Barmack

6. Origin/Destination Truck Study on SR-58 between San Bernardino and Kern Counties

Pg. 19

Authorize staff to proceed with a fund transfer agreement with the State of California Department of Transportation (Caltrans) for state transportation planning funds in an amount not to exceed \$250,000 for an origin and destination truck study on SR-58 between the I-5 freeway in Kern County and the I-15 freeway in San Bernardino County.
Ryan Graham

- | | |
|---|-----------------------|
| <p>* 7. Measure I Four Year Capital Improvement Plans</p> <p>Accept the Measure I 2006-2010 Summary Report of Capital Improvement Plans for Local Pass-Through Funds in the Mountain/Desert Subareas. Ryan Graham</p> | <p>Pg. 21</p> |
| <p>* 8. Measure I 2010-2040 Subarea Revenue Estimates by Program Area</p> <p>Adopt Measure I 2010-2040 revenue estimates by program area for Measure I Strategic Planning purposes. Ryan Graham</p> | <p>Pg. 69</p> |
| <p>* 9. Measure I 2010-2040 Strategic Plan Policy Issues</p> <p>Review revised white papers and recommended principles for furtherance of the Strategic Plan. Deborah Barmack</p> | <p>Pg. 73</p> |
| <p>10. 2006 State Transportation Improvement Program (STIP) Augmentation</p> <p>Provide comment on 2006 STIP Augmentation. Ty Schuiling</p> | <p>Pg. 74</p> |
| <p>11. FY08 Federal Appropriations Process and Project Nominations</p> <p>Approve of a strategy and solicit projects for FY08 Federal Appropriations Process. Jennifer Franco</p> | <p>Pg. 81</p> |
| <p>12. Draft Project List and Survey for the Multi-County Goods Movement Action Plan</p> <p>Receive information on the draft project list and survey. Steve Smith</p> | <p>Pg. 89</p> |
| <p>13. Mountain/Desert Committee 2007 Meeting Schedule</p> <p>Approve Mountain/Desert Committee 2007 Meeting Schedule. Deborah Barmack</p> | <p>Pg. 102</p> |
| <p>14. Election of Committee Chair and Vice Chair</p> <p>Conduct elections for members to serve as Chair and Vice Chair of the Mountain/Desert Committee for terms to end June 30, 2007. Deborah Barmack</p> | <p>Pg. 104</p> |

Public Comments

Items under this heading will be referred to staff for further study, research, completion and/or future actions.

15. Additional Items from Committee Members

16. Brief Comments by the General Public

Additional Information

Acronym List

Pg. 107

ADJOURNMENT

Complete packages of this agenda are available for public review at the SANBAG offices. Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

Next Mountain/Desert Committee Meeting – Friday, February 16, 2007

Meeting Procedures and Rules of Conduct

Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3rd Street, 2nd Floor, San Bernardino and our website: www.sanbag.ca.gov.

Agenda Actions – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

Closed Session Agenda Items – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 1

Date: January 19, 2007

Subject: Information Relative to Possible Conflict of Interest

Recommendation*: Note agenda items and contractors/subcontractors which may require member abstentions due to possible conflicts of interest.

Background: In accordance with California Government Code 84308, members of the Board of Directors may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Contractor/Agents	Subcontractors
		None	

Financial Impact: This item has no direct impact on the 2006/2007 Budget.

Reviewed By: This item is prepared monthly for review by the Board of Directors and policy committee members.

Responsible Staff: Deborah Barmack, Director of Management Services

Approved
Mountain/Desert Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

MOUNTAIN/DESERT COMMITTEE ATTENDANCE ROSTER – 2007

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
+Trinidad Perez City of Adelanto												
Rick Roelle Town of Apple Valley												
Lawrence Dale City of Barstow												
Darrell Mulvihill City of Big Bear Lake												
Mike Leonard City of Hesperia												
Rebecca Valentine City of Needles												
Kevin Cole City of Twentynine Palms												
Mike Rothschild City of Victorville												
Vacant Town of Yucca Valley												
Brad Mitzelfelt County of San Bernardino												
Dennis Hansberger County of San Bernardino												

*Non-voting City Representative attended
+ Measure I Committee representative

**The Mountain/Desert Committee did not meet

*** New SANBAG Board Member

The crossed-out boxes indicate members who were not on the committee as of that month.

The empty boxes indicate member who did not attend the meeting that month.

MOUNTAIN/DESERT COMMITTEE ATTENDANCE ROSTER – 2006

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Kevin Cole City of Twentynine Palms		**		X	**		X	**	X	X	X	**
Paul Cook Town of Yucca Valley	X	**		X	**	X	X	**	X	X		**
Lawrence Dale City of Barstow	X	**	X	X	**	X	X	**	X		X	**
Dennis Hansberger County of San Bernardino	X	**	X	X	**	X		**			X	**
James Lindley City of Hesperia	X	**	X	X	**	X	X	**	X	X	X	**
Darrell Mulvihill City of Big Bear Lake		**	X		**		X	**	X			**
Bill Postmus County of San Bernardino	X	**			**			**	X	X		**
Rick Roelle Town of Apple Valley	X	**		X	**	X		**	X	X		**
Mike Rothschild City of Victorville	X	**		X	**	X	X	**	X	X	X	**
Rebecca Valentine City of Needles	X	**	X	X	**	X	X	**	X	X	X	**
+Trinidad Perez City of Adelanto	X	**	X		**			**			X	**

*Non-voting City Representative attended
+ Measure I Committee representative

**The Mountain/Desert Committee did not meet

*** New SANBAG Board Member

The crossed-out boxes indicate members who were not on the committee as of that month.
The empty boxes indicate member who did not attend the meeting that month.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 3

Date: January 19, 2007

Subject: High Desert Corridor, Phase 1

Recommendation:* Receive a Presentation on the High Desert Corridor, Phase 1

Background: The High Desert Corridor, Phase 1 is a proposed east-west twenty-one mile regional highway connecting US-395 in Adelanto to SR-18 in Eastern Apple Valley. The project is intended to improve accessibility, mobility and safety in the Victor Valley. Ultimately, the High Desert Corridor is proposed to provide a connection between the rapidly developing Antelope and Victor Valleys and serve as a bypass of the Los Angeles metropolitan area.

Doug Hogue from the County Freeway Development Team and Dougall Agan from Stirling Airports International will make a presentation to the Mountain/Desert Committee on the history, status and regional significance of this project.

Financial Impact: This item has no direct impact on the adopted Budget. Staff activity associated with this item is consistent with the adopted Budget, Task No. 94107000, Mountain/Desert Planning and Project Development.

Reviewed By: This item is scheduled for review by the Mountain/Desert Committee on January 19, 2007

Responsible Staff: Ryan Graham, Transportation Planning Specialist

*

Approved
Mountain/Desert Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

-
- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
-

Minute Action

AGENDA ITEM: 4

Date: January 19, 2007

Subject: High Desert Work Trip Travel Patterns

Recommendation:* Receive a Report on the Work Trip Travel Patterns for Workers Residing in the High Desert and Commuting through the Cajon Pass.

Background: At the July 21, 2006 Mountain/Desert Meeting, staff presented information on work trip travel patterns for each of the local jurisdictions in the Mountain/Desert subareas of San Bernardino County. Since July, staff has continued to analyze the work trip travel behavior within San Bernardino County. This item builds on the previous material by providing a focused analysis of the work trip travel patterns in the Cajon Pass.

All of the analysis on the work trip travel behavior conducted to date is based on the Census Transportation Planning Package (CTPP). The CTPP is a set of special tabulations from the decennial census designed for transportation planning purposes. The CTPP contains tabulations by place of residence, place of work, and for flows between home and work. The data are tabulated from answers to the Census 2000 long form questionnaire, mailed to one in six U.S. households. Because of the large sample size, the data can be a powerful basis for analyzing travel patterns for home-to-work trips. The CTPP provides comprehensive and cost-effective data, in a standard format, across the United States. It is a cooperative effort sponsored by the State Departments of Transportation under a pooled funding arrangement with the American Association of State Highway and Transportation Officials (AASHTO).

*

Approved
Mountain/Desert Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

The previous analysis focused on travel patterns for work trips to and from each city in San Bernardino County. The two types of information presented at the jurisdictional level included:

- Where residents of each city work
- Where people employed in each city live

The CTPP data factors upward the one in six household surveys to derive the total number of daily work trips to and from each jurisdiction in year 2000, as estimated by the Census Bureau. In the CTPP data set, the employment estimates have not been updated to the current year, so the CTPP's employment estimates are not used. Instead, the commuting trends identified in the CTPP are applied to updated employment estimates for the Victor Valley. The information is presented in Attachment A.

The distribution of "where residents of each city work" was fairly consistent for the jurisdictions of the Victor Valley. The jurisdiction with the highest percentage of residents employed within the High Desert is the Town of Apple Valley and the jurisdiction with the highest percentage of residents employed down the pass is the City of Hesperia. Both of the findings are intuitive. The higher percentage of residents employed within the High Desert for the Town of Apple Valley is most likely due to the distance of its residents from the I-15 and the high level of congestion leading to the I-15 Interchanges with Main Street, Bear Valley Road and D Street. The higher percentage of Hesperia residents employed down the pass is attributable to the City's close proximity to the I-15 and the employment centers down the pass.

Finally, the analysis shows that approximately 33,000 residents of the High Desert commute down the pass daily, producing a total of approximately 66,000 daily work-related person-trips on the I-15 freeway in the Cajon Pass. This equates to approximately 60,000 vehicle trips per day, using an estimated 1.1 occupants per vehicle (typical of vehicle occupancy rates for work trips). According to Caltrans, I-15 south of SR-138 in the Cajon Pass carries approximately 164,000 vehicles per day. Therefore, the work trips down the pass account for about 37% of the daily trips in the Cajon Pass.

Financial Impact: This item has no financial impact. All staff activities are consistent with the adopted Budget, Task No 94107000, Mountain/Desert Planning.

Reviewed By: This item is scheduled for review by the Mountain/Desert Committee on January 19, 2007.

Responsible Staff: Ryan Graham, Transportation Planning Specialist
MDC0701A-RPG.DOC
94107000

Attachment A: Where Residents of the High Desert Work

	2006 Workers	High Desert		Down the Pass		Other		Total Workers
		%	#	%	#	%	#	
Adelanto	6,752	57.3%	3,869	39.4%	2,660	3.3%	223	6,752
Apple Valley	20,517	69.3%	14,218	24.5%	5,027	6.2%	1,272	20,517
Hesperia	24,348	57.5%	14,000	39.9%	9,715	2.6%	633	24,348
Victorville	29,381	59.5%	17,482	36.9%	10,842	3.6%	1,058	29,381
County	18,141	69.3%	12,575	24.0%	4,354	6.7%	1,215	18,145
Total	99,140	62.7%	62,144	32.9%	32,597	4.4%	4,401	99,143

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 5

Date: January 19, 2007

Subject: Congestion Management Program Cost Allocation

Recommendation:*

1. Approve the cost allocation schedule for the Congestion Management Program (CMP) for 2005/2006; and
2. Approve invoicing of Mountain/Desert jurisdictions.

Background: Expenses related to the Congestion Management Program for 2005/2006 have been compiled and allocated between the Valley and the Mountain/Desert subareas. In 2005/2006, CMP expenses were charged to the following tasks:

0620305 CMP General	0620340 CMP Morongo Basin
0620310 CMP North Desert	0620350 CMP Victor Valley
0620320 CMP Colorado River	0620360 CMP Valley
0620330 CMP Mountains	

Task No. 0620305, Congestion Management Program General, accumulates expenses related to the general activities and updates of the countywide CMP program. The attached allocation schedule distributes charges to Task No. 0620305 among the Valley and Mountain/Desert jurisdictions on a per capita basis. Task Nos. 0620310 through 0620360 accumulate expenses related to CMP activities in specific geographic subareas. Expenses in the Mountain/Desert tasks are divided equally among the jurisdictions within each subarea. This formula provides for sharing of general and administrative expenses among all

Mountain/Desert Committee

Date: January 19, 2007

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

jurisdictions and allocation of expenses related to specific subareas to be born equally among the affected jurisdiction.

With the passage of Measure I 2010-2040 in November 2004, jurisdictions within the urbanized San Bernardino Valley and Victor Valley subareas are participating in the Development Mitigation Nexus Study. The cost allocation table, included as Attachment 1, allocates costs to the Victor Valley for its share of Development Mitigation Program costs performed as part of the Congestion Management Program. The costs incurred from the Development Mitigation Nexus Study were apportioned on a per capita basis between the Valley and Victor Valley, with Victor Valley Development Mitigation Program charges added directly to task No. 0620350.

Valley Measure I Transportation Management and Environmental Enhancement Funds are used for expenses relative to CMP activities in the Valley subarea. Mountain/Desert jurisdictions are individually invoiced for their share of CMP expenses.

Financial Impact: This item will result in reimbursement to the Valley Measure I Traffic Management and Environmental Enhancement Fund for expenses that have been incurred on behalf of Mountain/Desert jurisdictions during 2005/2006 relative to CMP activities. Expenditures for the CMP program are consistent with the adopted SANBAG budget.

Reviewed By: This item is scheduled for review by the Mountain/Desert Committee on January 19, 2007.

Responsible Staff: Deborah Robinson Barmack
Director of Management Services

Attachment 1

CONGESTION MANAGEMENT PROGRAM COSTS 2005/2006

COST ALLOCATION

JURISDICTION	TN 0620305	TN 0620310-50	TOTAL
COLORADO RIVER SUBAREA			
Needles	\$ 249.26	\$ 259.84	\$ 509.10
San Bernardino County	104.25	259.84	364.09
MOUNTAINS SUBAREA			
Big Bear Lake	271.24	516.71	787.95
San Bernardino County	2,039.66	516.71	2,556.37
MORONGO BASIN SUBAREA			
Twentynine Palms	1,206.50	142.35	1,348.86
Yucca Valley	901.08	142.35	1,043.43
San Bernardino County	1,103.44	142.35	1,245.79
NORTH DESERT SUBAREA			
Barstow	1,035.43	373.22	1,408.65
San Bernardino County	1,544.00	373.22	1,917.22
VICTOR VALLEY SUBAREA			
Adelanto	1,091.63	5,232.75	6,324.39
Apple Valley	2,961.94	5,232.75	8,194.69
Hesperia	3,521.84	5,232.75	8,754.59
Victorville	4,174.58	5,232.75	9,407.33
San Bernardino County	2,947.94	5,232.75	8,180.69
TOTAL	\$23,152.79	\$28,890.35	\$52,043.14

Attachment 2

CONGESTION MANAGEMENT PROGRAM

Assembly Bills 471, 1791, and 3093, first implemented in 1990 by Proposition 111, require adoption and biennial updating of Congestion Management Programs (CMPs) for each county with an urbanized area of more than 50,000 population. In San Bernardino County, San Bernardino Associated Governments (SANBAG) was designated the Congestion Management Agency by the local governments, and is charged with developing and monitoring compliance with the program. Implementation of the program, and local compliance, are required to gain access to transportation funding through the Regional Transportation Improvement Program. The State controller is required to withhold local gas tax subventions from local jurisdictions which are not in conformance with the adopted CMP.

The CMP for San Bernardino County was developed by SANBAG through technical and policy committees with representation from all local jurisdictions, Caltrans, and the private sector. It was adopted by the Congestion Management Agency Board of Directors on November 4, 1992, and was updated in November 1993 and every odd-numbered year thereafter.

WHAT IS THE INTENT OF THE CMP?

The CMP is intended to strengthen the nexus between transportation and land use decisions, with consideration for air quality. It has resulted in more consistent analysis and a better understanding of regional or multi-jurisdictional transportation consequences of local actions.

HOW DOES IT ACCOMPLISH THIS?

The CMP requires definition of the regional multimodal transportation system, maintenance of level of service standards on regional roads, and implementation of measures to maximize the efficiency of the existing system. It also provides mechanisms to objectively identify and prioritize improvements to the regional system, and is the vehicle through which various state and federal transportation funds are accessed. The statutory CMP requirements are described below.

REQUIRED CMP ELEMENTS

1. **Establishment of Level of Service (LOS) Standards, as calculated by a uniform LOS methodology, for the system of highways and principal arterial roadways within the**

county. Once designated, no roadway can be removed from the system. All new highways and principal arterials must be added to the system. The LOS standard must be LOS E or better, except on links or intersections which currently operate at LOS F. Deficiency plans must be completed and adopted for facilities which fail to meet the standard. Deficiency plans are described below.

2. **Standards for public transit service including frequency and routing, and for coordination among separate transit operators.**
3. **A trip reduction and travel demand element** that promotes carpools, vanpools, transit, bicycles, park-n-ride, jobs/housing balance, flextime, and parking management.
4. **A program to analyze the impacts of local land use decisions on the regional transportation system,** including an estimate of the costs to mitigate the identified impacts. This has been implemented through preparation of Traffic Impact Analyses for jurisdictions in the rural areas of the County. However, following the passage of Measure I 2010-2040, this requirement is met in the San Bernardino Valley and Victor Valley urbanized areas¹ through locally implemented development mitigation programs that are consistent with the SANBAG Development Mitigation Nexus Study.
5. **A capital improvements program (CIP) to maintain or improve the traffic level of service and transit performance standards, and mitigate the regional transportation impacts of further development.** The capital improvements program must conform to transportation-related vehicle emissions air quality mitigation measures. The actions identified within deficiency plans, traffic impact analyses, or other transportation master plans to mitigate the impacts of development and growth will serve as bases for the CIP.

MODELING REQUIREMENTS

SANBAG, with cooperation from SCAG, the cities, and the County, is required to develop a uniform data base on traffic impacts for use in transportation computer models or compatible analytical tools. The CMA must approve the consistency of local modeling efforts that are used to determine the impacts of development on the circulation system. Local modeling is to be compatible with CMP models, which in turn are to be consistent with regional models. The data base used in the County is to be consistent with the data base used by SCAG. The CMP model(s) for San Bernardino County are more locally detailed versions of the SCAG Regional model, and are maintained at SCAG's Inland Office.

¹ San Bernardino Valley jurisdictions include: Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, Yucaipa and their spheres of influence. Victor Valley jurisdictions include: Adelanto, Apple Valley, Hesperia, Victorville and their spheres of influence.

MONITORING

SANBAG must monitor implementation of all elements of the CMP, and is required to make an annual determination of conformance with the CMP for each city and the County. Conformance criteria include:

1. Consistency with LOS and performance standards. Exceptions are segments or intersections for which deficiency plans for implementation of needed improvements have been adopted.
2. Adoption and implementation of a program to analyze the impacts of land use decisions by each local jurisdiction, including documentation of the costs associated with impact mitigation. Within the Valley and Victor Valley areas, their requirement is met by local implementation of development mitigation programs consistent with the SANBAG Development Mitigation Nexus Study. In non-urban areas, it is met by preparation of TIA Reports on qualifying projects.

In addition, traffic levels of service on the CMP roads are to be determined annually. Within San Bernardino County, the owner/operator of each facility has been responsible for monitoring the performance of the facility.

CONFORMANCE

If the Congestion Management Agency determines, following a public hearing, that a jurisdiction has not conformed to the requirements of the CMP, it will notify that city or the County in writing of the specific areas of nonconformance. If the city or County has not reached conformance within 90 days, the SANBAG Board is required to make a finding of nonconformance and submit the finding to the State Controller. The Controller then withholds apportionment of funds otherwise apportioned to the jurisdiction under Section 2105 of the Streets and Highways Code. If, within the 12-month period following receipt of the notice of nonconformance, the Controller is notified by the CMA that the local jurisdiction is again in conformance, the withheld monies will be provided to that jurisdiction. If the local jurisdiction continues to be out of conformance beyond the 12-month period, the apportionments withheld from that jurisdiction are to be returned to the CMA to be expended for capital projects of regional significance. Apportionments returned to the CMA cannot be expended for administration or planning purposes.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 6

Date: January 19, 2007

Subject: Origin/Destination Truck Study on SR-58 between San Bernardino and Kern Counties

Recommendation:* Authorize staff to proceed with a fund transfer agreement with the State of California Department of Transportation (Caltrans) for state transportation planning funds in an amount not to exceed \$250,000 for an origin and destination truck study on SR-58 between the I-5 freeway in Kern County and the I-15 freeway in San Bernardino County.

Background: Caltrans has proposed the transfer of \$250,000 to SANBAG for purposes of conducting an origin and destination truck study on State Route 58 between the I-5 freeway in Kern County and the I-15 freeway in San Bernardino County. As part of the fund transfer agreement, SANBAG would be required, with participation from Caltrans and Kern County Council of Governments (COG), to issue an RFP for the project, select a consultant, and manage the consultant contract.

Initially, Caltrans proposed to serve as lead agency on the project; however, due to contracting requirements associated with the Public Transportation Account funds, Caltrans could not permit SANBAG or Kern COG to participate in the consultant selection or contribute financially to the project. Kern COG has budgeted \$30,000 in their FY 2006/2007 budget as a contribution to the project. If Caltrans remained the contracting agency on this project, Caltrans would be unable to accept the contribution from Kern COG. In addition, if SANBAG was

*

Approved
Mountain/Desert Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

able to contribute funds towards this project out of its FY 2007/2008 budget, it would be precluded from doing so because of the funding restrictions.

This item seeks approval for SANBAG to serve as the contracting agency for the study, to manage and monitor the performance of the consultant, and to facilitate Technical Advisory Committee meetings throughout the duration of the project. The total project duration is anticipated to be eighteen months from the time the contract is awarded.

The intent of the origin and destination truck study is to gain statistical information on the origin and destination of heavy duty trucks traveling between San Bernardino County and Kern County and to better understand the types of cargo being transported by the trucks. The information gained from this study will be used to inform the SR-58 project development activities currently underway and to inform other future planning efforts in the region.

Financial Impact: This item has no financial impact on the adopted budget. All staff activities are consistent with the adopted Budget, Task No 94107000, Mountain/Desert Planning. SANBAG monetary contributions to the study will be examined during the 2007/2008 budget development process.

Reviewed By: This item is scheduled for review by the Mountain/Desert Committee on January 19, 2007.

Responsible Staff: Ryan Graham, Transportation Planning Specialist

-
- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
-

Minute Action

AGENDA ITEM: 7

Date: January 19, 2007

Subject: Measure I Four Year Capital Improvement Plans

Recommendation:* Accept the Measure I 2006-2010 Summary Report of Capital Improvement Plans for Local Pass-Through Funds in the Mountain/Desert Subareas.

Background: Measure I requires that each local jurisdiction receiving Local Pass-Through Funds annually adopt a Five Year Capital Improvement Plan that identifies the specific projects upon which funds shall be expended. Since only four years remain on Measure I 1990-2010, this year local jurisdictions were required to submit Four Year Capital Improvement Plans. The summary report is a compilation of the plans adopted by each jurisdiction in the Mountain/Desert subarea and provides information on progress toward meeting the objectives of the program.

Plans for the Mountain/Desert jurisdictions contain projects for arterial/regional needs, local roads, and elderly and handicapped transit expenditures. The plans submitted by Mountain/Desert jurisdictions are included in this agenda.

Financial Impact: This item has no direct impact upon the SANBAG budget. The report contains detailed information on expenditures to be made by local jurisdictions under the guidance established by Board actions and the Measure. Staff activities related to this item are consistent with the adopted SANBAG Budget, Task No. 50507000, Measure I Admin. – Mountain/Desert General.

Mountain/Desert Committee

Date: _____

Moved: Second:

In Favor: Opposed: Abstained:

Witnessed: _____

Mountain/Desert Agenda Item
January 19, 2007
Page 2

Reviewed By: This item is scheduled for review by the Mountain/Desert Committee on January 19, 2007. The Valley Measure I Plans are scheduled for review by the Plans and Programs Committee on February 21, 2007.

Responsible Staff: Ryan Graham, Transportation Planning Specialist

CITY OF ADELANTO

MEASURE I CAPITAL IMPROVEMENT PLAN 2006/2010

EXPENDITURE STRATEGY

The City of Adelanto has been accumulating Measure I revenue for several large projects which will be ready for implementation in the upcoming year. These projects include: rehabilitating and repaving El Mirage Rd from Richardson Rd to Koala Rd; improving Bellflower Rd in conjunction with a box culvert crossing of Channel 2; improving Bartlett Ave, Verbena Rd and Lee Ave in conjunction with Marconi Park; improving Adelanto Rd between Yucca Rd and Joshua Ave; paving Adelanto Rd to Auburn Ave, Auburn Ave to Jonathan St and Jonathan St around the treatment plant; and Pearmain St between Palmdale Rd to Seneca Rd.

The City of Adelanto also has maintenance projects for our arterial and local streets to include slurry, crack seal and overlays.

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
REGIONAL/ARTERIAL FUNDS			
2006/2007	El Mirage Road	Rehab and Paving	\$1,000,000
	West City Limits to Koala Road		
	Pearmain Street	Street Improvements	\$100,000
	SR-18 to Seneca Road		
	Bellflower Street Dry Crossing	Street Improvements	\$500,000
	City-wide	Slurry and Crack Seal	\$56,583
	City-wide	Street Overlays	\$226,334
2007/2008	Adelanto Road	Rehab and Paving	\$500,000
	City-wide	Slurry and Crack Seal	\$29,743
	City-wide	Street Overlays	\$118,972
2008/2009	Rancho Road	Rehab and Paving	\$500,000
	City-wide	Slurry and Crack Seal	\$31,269
	City-wide	Street Overlays	\$125,076
2009/2010	Chamberlaine Way	Rehab and Paving	\$500,000
	City-wide	Slurry and Crack Seal	\$23,855
	City-wide	Street Overlays	\$95,420
		SUBTOTAL	\$3,807,252

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
LOCAL FUNDS			
2006/2007	Pearmain Street SR-18 to Seneca Road	Street Improvements	\$100,000
	Adelanto Road/Auburn Avenue/Jonathan Street	Paving	\$400,000
	Bartlett/Verbena/Lee	Street Improvements	\$575,000
	Adelanto Road	Street Improvements	\$500,000
	Joshua to Yucca		
	City-wide	Slurry and Crack Seal	\$26,115
	City-wide	Street Overlays	\$39,173
2007/2008	Aster Road Violet to Air Expressway	Paving	\$175,000
	City-wide	Slurry and Crack Seal	\$27,455
	City-wide	Street Overlays	\$41,183
2008/2009	Delicious Street Air Expressway to Bartlett	Street Improvements	\$300,000
	City-wide	Slurry and Crack Seal	\$28,864
	City-wide	Street Overlays	\$43,295
2009/2010	City-wide	Slurry and Crack Seal	\$48,135
	City-wide	Street Overlays	\$33,030
		SUBTOTAL	\$2,337,250
ELDERLY AND HANDICAPPED FUNDS			
2006/2010	VVTA	E & H Transit	\$174,090
		SUBTOTAL	\$174,090
		TOTAL	\$6,318,592

Contact Name: Jeffrey F. Krizek
Public Works Specialist
(760)246-2300 x3025
Resolution No. 06-148

Measure I Revenue Estimate (4 years)
Fund Balance as of June 30, 2005
Regional/Arterial
Local
E & H Transit

\$3,481,807
\$3,835,302
\$2,263,175
\$1,044,542
\$174,090

TOWN OF APPLE VALLEY
MEASURE I CAPITAL IMPROVEMENT PLAN 2006/2010

EXPENDITURE STRATEGY

Measure I Local Pass-Through Funds will be used by the Town of Apple Valley for a variety of transportation related projects, including reconstruction of existing roadways, maintenance of existing roadways, and support of the local transit authority. The funds are allocated at 65%, 30% and 5% respectively for arterial, local and transit projects in the Town of Apple Valley. Local streets identified for reconstruction based on their priority within the Town's Pavement Management Program. Additionally, our expenditure plan uses our previous Measure I balances, which is \$1.8 million for arterial and \$0 for local, combining for a total of \$1.8 million additional Measure I funds.

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
REGIONAL/ARTERIAL FUNDS			
2006/2007	Apple Valley Road Yucca Loma Road to SR-18 High Desert Corridor	Widen for bike lanes and improvements to asphalt Construct new road	\$3,390,000 \$100,000
2007/2008	Apple Valley Road Kanbridge Street to Yucca Loma Road Apple Valley Road North Extension Ohna Road to Stoddard Wells Road	Widen from 2 to 4 lanes Construct new road	\$1,000,000 \$775,000
2008/2009	Apple Valley Road Kanbridge Street to Yucca Loma Road Johnson Road Navajo Road to Central Road Corwin Road SR-18 to Airport	Widen from 2 to 4 lanes Construct new road Construct new road Alignment and improvements	\$1,565,000 \$300,000 \$1,425,000
		SUBTOTAL	\$8,555,000

LOCAL FUNDS

2006/2007	City-wide	Street Rehabilitation	\$385,000
------------------	-----------	-----------------------	-----------

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	Pokomoke from Pah-Ute to Sitting Bull; Waymoka from Lone Eagle to End; Waymoka from Sitting Bull to End; Lone Eagle from Pokomoke to Standing Bear; Clallam from Sitting Bull to Pah-Ute; Running Bear from Sitting Bull to Pah-Ute; Morning Star from Sitting Bull to Pah-Ute; Standing Bear from Sitting Bull to Pah-Ute; Omani from Clallam to End; Keya from Clallam to End; Wintap from Clallam to End; Okahada from Clallam to End	Street Rehabilitation	\$385,000
2007/2008	City-wide	Street Rehabilitation	\$410,000
	Tuscola from Symeron to Nokomis; Nokomis from Symeron to Riverside; Tacony from Tuscola to Riverside; Hiawatha from Tacony to Tuscola; Manitou from Tuscola to Riverside; Winnetka from Cocopah to Nokomis; Cocopah from Tacony to Nokomis; Riverside from Seneca to Symeron	Street Rehabilitation	\$410,000
2008/2009	City-wide	Street Rehabilitation	\$430,000
	Symeron from Mandan to Outer Hwy 18 South; Shasta from Mandan to Symeron; Osceola from Mendota to Mandan; Kinai from Mendota to Pamlico; Pamlico from Tomahawk to Miami; Pocahontas from Yanan to Miami; Choco from Miami to Tomahawk; Kona from Mandan to Choco; Tonkawan from Keoto to Kona; Oneida from Tonkawan to Choco; Choco from Tonkawah to Seneca; Tiger Tail from Tomahawk to End	Street Rehabilitation	\$430,000
2009/2010	City-wide	Street Rehabilitation	\$325,000
	Red Feather from Apple Valley to Choco; Choco from Seneca to Yucca Loma Road; Oshkosh from Red Feather to End; Pamlico from Seneca to End; Siesta from Pamlico to Monte Verde; Monte Verde from Siesta to Haida; Haida from Monte Verde to Choco	Street Rehabilitation	\$325,000
	SUBTOTAL		\$3,100,000

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
ELDERLY AND HANDICAPPED FUNDS			
2006/2007	City-wide	Bus Stops/Shelters	\$130,000
	City-wide	Bus Stops/Shelters	\$130,000
	City-wide	Bus Stops/Shelters	\$140,000
	City-wide	Bus Stops/Shelters	\$110,000
		SUBTOTAL	\$510,000
		TOTAL	\$12,165,000

Contact Name: Brad Miller Town Engineer (760)240-7000 x7000 Resolution No. 2006-60	Measure I Revenue Estimate (4 years) Fund Balance as of June 30, 2005 Regional/Arterial Local E & H Transit	\$10,395,090 \$6,283,307 \$6,756,808 \$3,118,527 \$519,754
--	---	--

CITY OF BARSTOW MEASURE I CAPITAL IMPROVEMENT PLAN 2006/2010

The City of Barstow is projected to receive an approximate total of \$2.01 million in combined (Regional Arterial, Local and Elderly and Handicapped Transit) Measure I subventions in 2006/2007. the City of Barstow has previously funded the construction of the Lenwood Road / I-15 Interchange project through a public improvement bond. the debt service on this bond for 2006/2007 will cost the City \$750,000 or 43% of the total Measure I Regional Arterial subventions. The remainder of the combined funds (\$1,271,782) will be used to fund construction projects on regional and local roadways and elderly and handicapped transit.

Measure I Regional Arterial funds are approximately \$1,308,846 this year (65% of the total Measure I funds coming to the City annually), minus the annual debt service amount of \$750,000 for the Lenwood Road / I-15 Interchange, leaving \$567,018 for use on projects.

Measure I Local funds are approximately \$604,084 this year, or 30% of the annual amount of Measure I funds received by the City.

The City will continue the implementation of its annual Capital Improvement Program

This year the City will expend \$72,000 of the estimated \$100,680 in Measure I Transit funds on transit. The remainder will be accumulated for a future larger purchase.

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
REGIONAL/ARTERIAL FUNDS			
2006/2007	Lenwood Interchange	Bond Debt Service	\$750,000
	Lenwood Interchange	Landscaping	\$1,665,000
2007/2008	Lenwood Interchange	Bond Debt Service	\$750,000
2008/2009	Lenwood Interchange	Bond Debt Service	\$750,000
	Kathleen Ave	Reconstruction	\$602,521
	East Mountain View to Bigger St		
	Adele Ave		
	East Mountain View to Bigger St		
	Muriel Ave		
	East Main St to East Mountain View St		
	Francis Ave		
	s/o Mountain View St to Kelly Dr		
	Agnes Ave		
	n/o East Mountain View St to Kelly Dr		
	Elm Ave		
	s/o Mountain View St to Kelly Dr		
	Mt Vernon Ave		
	Grace St to West Mountain View		
2009/2010	Lenwood Interchange	Bond Debt Service	\$750,000

	Arville St Virginia Way to W. Mountain View St S. First Ave Virginia Way to Fairview St Grand View St Silver Ln to S. Second St Desert View St Mt Vernon to S. Second Ave Silver Ln s/o Mountain View St Fair View St S. First St to Caliente Ave Caliente Ave Elizabeth St Caliente Ave to Belinda Ave	Reconstruction	\$681,589
	SUBTOTAL		\$5,949,110

LOCAL FUNDS

2006/2007	1st Ave/Fort Irwin Rd	Realignment	\$50,964
	Nancy Street Ave A to Ave G	Reconstruction	\$1,450,000
	W. Main Street Ave A to Ave H	Reconstruction	\$900,000
	Otis Avenue Main Street to Fredricks Street	Reconstruction	\$150,000
	Keith Street Ave A to Linda Lane	Reconstruction	\$250,000
	Yucca Avenue Riverside Drive to E Main Street	Reconstruction	\$55,500
	Sequoia Drive, Zion Drive, Yosemite Drive, Glacier Drive	Reconstruction	\$400,000
2007/2008	Yucca Avenue E Main Street to E Mountain View	Reconstruction	\$400,000
	Buena Vista Street Ave A to Ave G	Reconstruction	\$1,320,000
	Mary Ann/Maxine Ave	Reconstruction	\$400,000
	Grace Street Barstow Road West to end	Reconstruction	\$400,000

	E Mountain View Street Lillian to E Main Street	Reconstruction	\$400,000
	W Mountain View Street Barstow Road to S First Street	Reconstruction	\$400,000
	Armory Road Barstow Road to Muriel Avenue Muriel Avenue Armory Road to Rimrock Road	Reconstruction	\$1,896,545
2008/2009	Kathleen Ave East Mountain View to Bigger St Adele Ave East Mountain View to Bigger St Muriel Ave East Main St to East Mountain View St Francis Ave s/o Mountain View St to Kelly Dr Agnes Ave n/o East Mountain View St to Kelly Dr Elm Ave s/o Mountain View St to Kelly Dr Mt Vernon Ave Grace St to West Mountain View Arville St Virginia Way to W. Mountain View St S. First Ave Virginia Way to Fairview St Grand View St Silver Ln to S. Second St Desert View St Mt Vernon to S. Second Ave Silver Ln s/o Mountain View St Fair View St S. First St to Caliente Ave Caliente Ave Elizabeth St Caliente Ave to Belinda Ave	Reconstruction	\$620,465
		Reconstruction	\$681,589
		SUBTOTAL	\$9,775,063

ELDERLY AND HANDICAPPED FUNDS

2006/2010	Barstow Area Transit	E & H Transit	\$288,000
		SUBTOTAL	\$288,000
		TOTAL	\$16,012,173

Contact Name: Mike Stewart
City Engineer
(760)256-3531 x3217
Resolution No. 4293-2006

Measure I Revenue Estimate (4 years)
Fund Balance as of June 30, 2005*
Regional/Arterial
Local
E & H Transit

\$5,272,547
(\$1,852,552)
\$5,240,656
\$2,418,764
\$403,127

* Negative fund balance indicate debt associated with participation in SANBAG bonding program

CITY OF BIG BEAR LAKE
MEASURE I CAPITAL IMPROVEMENT PLAN 2006/2010

EXPENDITURE STRATEGY

Measure I pass through funds will be used by the City of Big Bear Lake for a variety of transportation related projects, including reconstruction of existing roadways, installation of new traffic signals with associated road widening, maintenance of existing roadways and support of the local transit authority. The funds are allocated 65%, 30% and 5% respectively for arterial, local and transit projects. It is the intent of the City to expend all Measure I pass through funds as they are received.

The City has previously funded a utility under-grounding project, which was bonded through 2009, leaving a reduced portion of the Arterial funds for current construction projects. (Through refinancing, the last principal payment on the 1992 Series A bonds was made in Fiscal Year 2003, resulting in an annual increase of approximately \$166,466 for other Arterial projects.) The Local Funds and Elderly and Handicapped funds will be expended each year.

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
REGIONAL/ARTERIAL FUNDS			
2006/2007	Sunset Drive	Pavement Reconstruction	\$357,000
	Moonridge Road to Monterey Street	Utility Undergrounding	\$108,183
	Bond Debt Service	Pavement Reconstruction	\$382,000
2007/2008	Lassen Drive	Utility Undergrounding	\$108,183
	Goldmine to Bear Mountain	Pavement Reconstruction	\$350,000
	Bond Debt Service	Utility Undergrounding	\$108,183
2008/2009	Bow Canyon Road	Pavement Reconstruction	\$300,000
	Sand Canyon to Ridgecrest	Utility Undergrounding	\$90,000
	Bond Debt Service	Pavement Reconstruction	\$108,183
2009/2010	Bow Canyon Road	Overlay	\$108,183
	Sand Canyon to Ridgecrest	Utility Undergrounding	\$108,183
	Sand Canyon Drive	Utility Undergrounding	\$108,183
SUBTOTAL			\$1,911,732

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
LOCAL FUNDS			
2006/2007	Sunset Drive Moonridge to Monterey City-wide	Pavement Reconstruction	\$102,000
		Street Maintenance	\$70,000
2007/2008	Lassen Drive Goldmine to Bear Mountain	Pavement Reconstruction	\$134,000
	Sunset Drive	Pavement Reconstruction	\$41,000
	City-wide	Street Maintenance	\$80,000
2008/2009	Bow Canyon Road Sand Canyon to Ridgecrest	Pavement Reconstruction	\$200,000
	City-wide	Street Maintenance	\$75,000
2009/2010	Bow Canyon Road Sand Canyon to Ridgecrest	Pavement Reconstruction	\$100,000
	City-wide	Street Maintenance	\$79,000
		SUBTOTAL	\$881,000
ELDERLY AND HANDICAPPED FUNDS			
2005/2010	MARTA	E&H Transit	\$147,009
		SUBTOTAL	\$147,009
		TOTAL	\$2,939,741

Contact Name: David Lawrence
City Engineer
(909)866-5831 x198
Resolution No. 2006-41

Measure I Revenue Estimate (4 years)
Fund Balance as of June 30, 2005*
Regional/Arterial
Local
E & H Transit

\$2,534,488
(\$77,780)
\$1,911,113
\$882,052
\$147,009

* Negative fund balance indicates debt associated with participation in SANBAG bonding program.

CITY OF HESPERIA
MEASURE I CAPITAL IMPROVEMENT PLAN 2006/2010

EXPENDITURE STRATEGY

In October 1993, the City of Hesperia sold bond series 1993A and 1993B, with a principal value of \$14,950,000 and \$15,100,000, respectively. The City pledged Measure I, Transportation Development Act Local Transportation Fund Article 8(a), and State Gas Tax Funds as the primary security through the year 2010. The net proceeds of the bond issue were used to finance the improvement of I Avenue, Hesperia Road, and Main Street, as well as local streets in accordance with Measure I policies.

The majority of Measure I revenue is used to service the bond debt. The remaining balance is used for the reconstruction of arterial (including interchanges) and local roads as part of the City's ongoing \$3 million annual road rehabilitation project.

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
REGIONAL/ARTERIAL FUNDS			
2006/2007	Seventh Street	Street Widening	\$1,550,000
	Main Street to Willow Street		
	Main Street and Smoketree Street	H-01 Drainage Improvements	\$350,000
	Main Street and C Avenue	Intersection Design for Street Widening	\$100,000
	Main Street and Rock Springs Road	Traffic Signal	\$250,000
	Main Street and Third Avenue	Traffic Signal Upgrade	\$150,000
	E Ave/I Ave to Main St	Pavement Rehabilitation	\$1,982,000
	I Ave/Bear Valley Rd to Ranchero Rd		
	Debt Service	Bond Repayment	\$552,113
	11th Avenue/Bear Valley Rd to Sycamore St;	Pavement Rehabilitation	\$300,000
2007/2008	Eucalyptus Street/7th Ave to Hesperia Rd;		
	Mariposa Rd/Eucalyptus St to Maple Ave;		
	7th Ave/Sequoia St to Mauna Loa St;		
	3rd Ave/Sequoia St to Lemon St		
	Debt Service	Bond Repayment	\$552,113
2008/2009	Arrowhead Lake Rd/Seaforth St to Hesperia Lakes	Pavement Rehabilitation	\$300,000
	Ranchero Rd/I Ave to Arrowhead Lake Rd		
	Debt Service	Bond Repayment	\$552,113
2009/2010	E Ave/Main St to Sultana St	Pavement Rehabilitation	\$175,000
	Debt Service	Bond Repayment	\$552,114
		SUBTOTAL	\$7,365,453

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
LOCAL FUNDS			
2006/2007	Alder St., Cactus Ave., Capri St., Carmel St., Carob St., Centennial St., Covina St., Deodar St., Devon Ave., Debt Service	Pavement Rehabilitation	\$900,000
		Bond Repayment	\$206,707
2007/2008	Balsam Ave., Birch St., Boxwood Ave., Calcite Ave., Cypress St., Datura St., 8th Ave., 5th Ave., 4th Ave., Hickory Ave., Los Palmas St., Manzanita Ave., Mesa St., 9th Ave., Pinon Ave., Santa Fe Ave., 2nd Ave., Sequoia st., Short Ave., 6th Ave., 10th Ave., Verde St., Verano St.	Pavement Rehabilitation	\$300,000
		Bond Repayment	\$206,707
2008/2009	Arcadia Ave., Bascom St., Chase Ave., Corona Ave., Damon Dr., Danbury Ave., Del Mar Ave., El Cerrito Ave., Escobedo Ave., Gaylop Ave., Glendale Ave., Langdon Ave., Lassen Ave., Lobos Ave., Loma St., Madera Ave., Mather St., Mecca St., Minstead Ave., Monterey Ave., Mono Dr., Niles Ct., Paisley Ave., Pismo Ave., Plumas St., Redding St., Royce Ave., San Bruno Ave., Temecula Ave., Windsor Ave., Yuba St.	Pavement Rehabilitation	\$300,000
		Bond Repayment	\$206,707
2009/2010	Adobe St., Bangor Ct., Bangor Ln., Buckthorn Ave., Cactus St., Corona Ave., Danbury Ave., Durango Ave., E Ave., El Cerrito Ave., Folsom Ct., Fremontia Ct., H Ave., Hinton St., Joshua St., Kenyon Ave., Kingston Ave., Langdon Ave., Lyons Ave., Madera Ave., Minstead Ave., Montrose Ave., Muscatel St., Newhall Ave., Oxford Ave., Paisley Ave., Palm Dr., Pico Ave., Pismo Ave., Preston St., Redding St., Sage St., Sherborn Ave., Sutter St., Westlawn St.	Pavement Rehabilitation	\$300,000
		Bond Repayment	\$206,708
		SUBTOTAL	\$2,626,829

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
ELDERLY AND HANDICAPPED FUNDS			
2006/10	WTA	E&H Transit	\$747,441
		SUBTOTAL	\$747,441
		TOTAL	\$10,739,723

Contact Name: John Leveillee
 City Engineer
 (760) 947-1438
 Resolution No. 2006-092

Measure I Revenue Estimate (4 years)
 Fund Balance as of June 30, 2005*
 Regional/Arterial
 Local
 E & H Transit

\$14,948,817
 (\$3,016,707)
 \$9,716,731
 \$4,484,645
 \$747,441

* Negative fund balance indicates debt associated with participation in SANBAG bonding program.

CITY OF NEEDLES
MEASURE I CAPITAL IMPROVEMENT PLAN 2006/2010

EXPENDITURE STRATEGY

Measure I pass through funds will be used by the City of Needles for a variety of transportation related projects, including reconstruction and maintenance of existing roadways, and support of the local transit authority. The funds are allocated at 65%, 30% and 5% respectively for arterial, local and transit projects.

In 2005, the City did not do a project in order to accumulate funds for a large street maintenance project in 2006. for 2006 funds the City of Needles is in the process of a \$493,000 slurry seal on its most major arterial streets.

Projected projects from 2006 through 2010 are listed on the attached documents and map. This 4-year plan was adopted by the City Council on September 26, 2006.

Included in the plan is a neighborhood with badly deteriorated, local streets that are tagged for reconstruction. The rest of the projects include slurry sealing of the City's most heavily used streets and those most in need of maintenance.

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
REGIONAL/ARTERIAL FUNDS			
2006/2007	W. Broadway, Needles Highway, Front Street & Third Street	Slurry Seal	\$493,000
2007/2008	No Project	No Project	\$0
2008/2009	D Street, Cibola Avenue, & Robuffa Street	Slurry Seal	\$270,000
2009/2010	Coronado, Erin Drive, Bailey, Washington Street, L Street & J Street	Slurry Seal	\$270,000
		SUBTOTAL	\$1,033,000

LOCAL FUNDS

2006/2007	No Project	No Project	\$0
2007/2008	Zamora Heights	Pavement Restoration and Slurry Seal	\$370,000
2008/2009	D Street, Cibola Avenue, & Robuffa Street	Slurry Seal	\$100,000
2009/2010	Flip Mendez	Pavement Restoration and Slurry Seal	\$100,000
		SUBTOTAL	\$570,000

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
ELDERLY AND HANDICAPPED FUNDS			
2006/2010	Needles Area Transit	E&H Transit	\$60,000
		SUBTOTAL	\$60,000
		TOTAL	\$1,663,000

Contact Name: Barbara Darlington, P.E.
 Acting City Engineer
 (760)326-5740 x.334
 Resolution No. 9-26-06-9

Measure I Revenue Estimate (4 years)
 Fund Balance as of June 30, 2005
 Regional/Arterial
 Local
 E & H Transit

\$1,134,257
 \$466,287
 \$737,267
 \$340,277
 \$56,713

CITY OF TWENTYNINE PALMS
MEASURE I CAPITAL IMPROVEMENT PLAN 2006/2010

EXPENDITURE STRATEGY

The first year of the current capital improvement plan repeats several projects from 2005-2010 plan. These projects are either multi-year projects, such as the repaving and widening of Adobe Road from Amboy Road to the Base, or the projects were sent out to bid late in the fiscal year 2005-2006 and will straddle the year.

An additional emphasis for arterial streets over the next five years is widening to accommodate the increased traffic the City has been experiencing, and to overlay the existing pavement or replace as needed

The local streets, on the other hand, will need to be repaved to bring them back to serviceable condition. In the process, berms will be installed to control water flow along the paving projects.

The City will continue to pass its elderly/handicapped funds along to Morongo Basin Transit Authority.

Projects listed in future years are in the order the City intends to complete them at the time of this writing, but may be accelerated or delayed depending on unforeseen circumstances that may arise in the future.

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
REGIONAL/ARTERIAL FUNDS			
2006/2007	National Park Drive	Landscape Median	\$50,000
	National Park Drive	Median Improvements	\$50,000
	Highway 62	Widen and Install Turn Lane	\$300,000
	Sunrise Road to Canyon Road		
	Two Mile Road	Overlay and Widen	\$1,400,000
	Adobe Road at El Paseo Drive	Construct Crosswalk Safety Improvements	\$80,000
	Adobe Road	Overlay	\$50,000
	Amboy Road to Main Gate of Marine Base		
	Amboy Road	Overlay	\$200,000
	Adobe Road to Utah Trail		
	Various Locations	Pavement	\$35,000
	Adobe Road	Overlay	\$250,000
	Baseline Road to Highway 62		
	Highway 62 at Larrea Avenue	Align Streets and Install Traffic Signal	\$250,000

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	City-wide	Traffic Study	\$23,500
	Various Locations	Congestion Management Program	\$3,000
2007/2008	Adobe Road Amboy Road to Main Gate of Marine Base	Overlay, Curb, Gutter and Sidewalk, City Match of Federal Grant	\$200,000
	Various Locations	Pavement	\$35,000
2008/2009	Adobe Road Amboy Road to Main Gate of Marine Base	Overlay, Curb, Gutter and Sidewalk, City Match of Federal Grant	\$400,000
	Hatch Road Sullivan Road to Highway 62	Widen and Berm	\$100,000
	Various Locations	Pavement	\$35,000
2009/2010	National Park Drive Utah Trail to Curve	Reconstruct	\$100,000
	Various Locations	Pavement	\$35,000
		SUBTOTAL	\$3,596,500

LOCAL FUNDS

2006/2007	Bagley Avenue Split Rock Road to Two Mile Road	Repave, Widen and Berm	\$200,000
	Joe Davis Drive	Repave, Widen and Berm	\$100,000
	Desert Knoll Avenue to Wainwright Avenue		
	Valle Vista Road	Overlay	\$120,000
	Adobe Road to Utah Trail		
	Morongo Road	Survey & Engineering for Connecting Road	\$30,000
	El Paseo Drive to Two Mile Road		
	Homestead Drive	Repave	\$60,000
	Adobe Road to Bagley Avenue		
	Joe Davis Drive	Repave	\$60,000
	Utah Trail to end		
	City-wide	Traffic Study	\$14,000
	Various Locations	Pavement	\$35,000
2007/2008	Valle Vista Road Adobe Road to Utah Trail	Overlay	\$120,000
	Various Locations	Pavement	\$35,000
2008/2009	Raymond Drive Adobe Road to Mesquite Springs Road	Repave, Widen and Berm	\$150,000

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	Ocotillo Avenue	Overlay	\$22,000
	Joshua Drive to Gorgonio Drive		
	El Paseo Drive	Overlay	\$160,000
2009/2010	Mesquite Springs Avenue to Smoketree Avenue		
	Encelia Avenue	Overlay	\$117,000
		SUBTOTAL	\$1,223,000

ELDERLY AND HANDICAPPED FUNDS

2006/2010	MBTA	E&H Transit	\$134,000
		SUBTOTAL	\$134,000
		TOTAL	\$4,953,500

Contact Name: Ronald Peck
Finance Director
(760)367-6799
Resolution No. 06-11

Measure I Revenue Estimate (4 years)
Fund Balance as of June 30, 2005
Regional/Arterial
Local
E & H Transit

\$3,814,184
\$1,442,260
\$2,479,220
\$1,144,255
\$190,709

CITY OF VICTORVILLE
MEASURE I CAPITAL IMPROVEMENT PLAN 2006/2010

EXPENDITURE STRATEGY

The City currently has several major street projects that are scheduled for construction this fiscal year. The projects include new streets, pavement rehabilitation, widening and traffic signal improvements and modifications.

The Air Expressway street improvements project from National Trails Highway to Village Drive will widen and improve the existing street. The plans are 100% complete and the project will be advertised early next year. It has been delayed due to right of way issues. Measure I arterial fund expenditures are estimated at \$3.5 million

The Hesperia Road Street improvement project from Seneca Road to D Street (Phase II) has been awarded. Construction is imminent.

The Mojave Dr. / I-15 Bridge widening design is ready to list and advertising is expected by end of calendar year 2006.

Nisqualli Rd. plans are 90% complete. Construction is scheduled to commence in Fall 2006. Environmental studies have slowed the project. Many rights of entry permits are needed for this project. This project has been broken in two phases with 7th Avenue being the split. Approximately \$3,250,000 of Measure I arterial is earmarked for this project.

Design of the La Mesa/Nisqualli Interchange has commenced as the Environmental Document has been approved by FHWA. The acquisition of right of way will be commencing by the end of calendar year 2006. The Four Year Plan earmarks \$8.7 million for design, right of way and construction.

In summary, projects totaling \$18 million in Measure I funds are anticipated to be either completed or in progress by the end of fiscal year 2006/2007. The City's intention is to implement the plan described above, however, the prioritization of the projects are subject to the direction of the City Council and may change before the end of the fiscal year.

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
REGIONAL/ARTERIAL FUNDS			
2006/2007	Areospace Drive Phantom West to 2400' east	Construct New Road	\$1,562,000
	Air Expressway	Widen and Improve	\$3,400,000
	National Trails Highway to Village Dr.	Construct Signal, road widening	\$380,000
	Amethyst Road @ Palmdale Road	Reconstruct, pavement rehab	\$500,000
	Amethyst Road	Reconstruct	\$80,000
	Bear Valley Road to Luna Road		
	Andover Drive		
	Green Hill Drive to Puerta Del Sol		

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	Arlette Drive	Reconstruct	\$190,000
	Hook Boulevard to Mojave Drive		
	Bear Valley Road @ BNSF Bridge	Bridge Widening	\$200,000
	Bear Valley Road @ Dunia Plaza	Upgrade Signal	\$20,000
	George Boulevard	Reconstruct	\$1,593,684
	Phantom West to Sabre Road		
	Hesperia Road	Reconstruct and Widen	\$2,500,000
	Seneca Road to D Street		
	High Desert Corridor	Preliminary Engineering	\$100,000
	High Desert Corridor	Environmental Studies	\$100,000
	Innovation Way @ Aerospace	Construct Signal	\$250,000
	Innovation Way @ Phantom West	Construct Signal	\$250,000
	Innovation Way	Construct new 4 lane road	\$1,896,034
	Phantom West to 1770' west		
	Mojave Drive / I-15 Interchange	Construction	\$500,000
	National Trails Highway	Barrier rail replacement and Truss rehab	\$400,000
	Mojave River Bridge to City Limit		
	Nisqualli Road / I-15 Interchange	Design/PS&E	\$500,000
	Nisqualli Road / I-15 Interchange	Right-of-Way	\$300,000
	Nisqualli Road	Reconstruction and Widening	\$1,750,000
	Balsam Road to Hesperia Road		
	Ottawa Road	Widen, curb and gutter, sidewalk and overlay	\$250,000
	Hesperia Road to Railroad	Reconstruct	\$75,000
	Peppertree Drive		
	Tawney Ridge Road to Puesta Del Sol		
	US-395	Realignment Study	\$25,000
	Roy Rodgers Boulevard	Widen, curb, gutter and sidewalk	\$300,000
	Amargosa to I-15		
	Seneca Road	Reconstruct	\$500,000
	Hesperia Road to 7th Street		
	Spring Valley Parkway	Realign	\$450,000
	Bear Valley Road to Pahute Way		
	Valley Center Drive	Widen and improve, construct turn lanes	\$200,000
	Outer 7th St to Lorene Drive		

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	Valley Center Drive	Reconstruct	\$200,000
	La Paz to Lorene Drive		
	Village Drive	Rehabilitate Pavement	\$200,000
	Mojave Drive to Amargosa Road		
	City-wide	Traffic Control	\$1,176,240
	City-wide	Studies, signal timing	\$260,000
	City-wide	Slurry, cape seal program	\$700,000
	City-wide	Video Detection-Retrofit	\$150,000
	Adelanto Road	Widen and Improve	\$200,000
2007/2008	Air Expressway to Bartlett Avenue		
	Adelanto Road	Widen and Improve	\$200,000
	Bartlett Avenue to Crippen Avenue		
	Bear Valley Road @ BNSF Bridge	Construction	\$400,000
	El Evado Road	Construct 4 lane road	\$500,000
	Hopland to Air Base Road		
	Eucalyptus / I-15 Interchange	Project Report	\$150,000
	Green Tree Boulevard	Design	\$100,000
	Hesperia Road to Yucca Loma Bridge		
	High Desert Corridor	Environmental Studies	\$100,000
	High Desert Corridor	Preliminary Engineering	\$100,000
	High Desert Corridor	Design	\$200,000
	Hook Boulevard	Reconstruct	\$800,000
	El Evado Rd to Amargosa Rd		
	Mojave Drive / I-15 Interchange	Construction	\$2,000,000
	National Trails Highway	Widen to 4 lanes	\$200,000
	I-15 to Turner Rd		
	National Trails Highway	Truss Rehabilitation	\$600,000
	Mojave River Bridge		
	Nisqualli Road	Widen and Improve	\$1,500,000
	Balsam Road to Hesperia Road		
	Nisqualli Road / I-15 Interchange	Construction	\$400,000
	Perimeter Road	Construct 2 lane road	\$200,000
	Phantom West to 1 mile North		
	US-395	Realignment Study	\$25,000

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	City-wide	Traffic Control	\$1,236,581
	City-wide	Studies, signal timing	\$260,000
	City-wide	Slurry, cape seal program	\$700,000
	City-wide	Video Detection-Retrofit	\$150,000
2008/2009	Bear Valley Road West End to US-395	Reconstruction and Widen to 4 lanes	\$1,000,000
	Eucalyptus Road	Construct 2 lane road	\$300,000
	Amargosa Road to Amethyst Road	Construct 2 lane road	\$500,000
	Eucalyptus Road	Construct 2 lane road	\$500,000
	Amethyst Rd to US-395	Design	\$300,000
	Green Tree Boulevard Hesperia Road to Yucca Loma Bridge	Construction	\$1,000,000
	Green Tree Boulevard Hesperia Road to Yucca Loma Bridge	Design	\$1,000,000
	La Mesa Road Amethyst to El Rio Rd	Rehabilitate Pavement	\$1,200,000
	Mariposa Road Cottonwood Ave to Seventh St	Widen and Improve	\$500,000
	Nisqualli Road / I-15 Interchange	Construction	\$500,000
	3rd Avenue Nisqualli Road to Green Tree Boulevard	Realign and Reconstruct	\$3,000,000
	Mojave Drive @ Ashley Glen	Widening	\$850,000
	US-395	Realignment Study	\$25,000
	City-wide	Traffic Control	\$1,300,018
	City-wide	Studies, signal timing	\$260,000
	City-wide	Slurry, cape seal program	\$700,000
	City-wide	Video Detection-Retrofit	\$150,000
2009/2010	Bear Valley Road @ 3rd Avenue	Construct Signal	\$250,000
	High Desert Corridor	Construction	\$600,000
	El Evado Road @ Luna Road	Construct Signal	\$250,000
	Green Tree Boulevard Hesperia Road to Yucca Loma Bridge	Construction	\$400,000

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	Nisqualli Road / I-15 Interchange	Construction	\$7,000,000
	US-395	Realignment Study	\$25,000
	7th Avenue	Reconstruct	\$300,000
	Bear Valley Rd to Burwood		
	City-wide	Traffic Control	\$991,784
	City-wide	Studies, signal timing	\$195,000
	City-wide	Slurry, cape seal program	\$700,000
	City-wide	Video Detection-Retrofit	\$150,000
			\$54,426,341

LOCAL FUNDS

2006/2007	Center Street	Reconstruct Road	\$100,000
	Hesperia Road to 7th St		
	Enterprise Way	Overlay	\$100,000
	Nisqualli Road to Ottawa		
	La Paz Drive	Reconstruct	\$200,000
	Mojave Drive to Plaza Drive		
	La Paz Drive	Reconstruct	\$200,000
	7th St to Seneca Rd		
	Luna Road	Construct 2 lane road	\$150,000
	Cardinal St US-395		
	Nutro Way	Overlay	\$20,000
	Rodeo Drive	Rehabilitate Pavement	\$200,000
	Green Tree Boulevard to Seneca Road		
	Shay Road	Construct 2 lane road	\$150,000
	Turner Road to half mile north		
	Silica Drive	Construct 2 lane road	\$100,000
	2nd Ave to 3rd Ave		
	South Mojave Drive	Reconstruction	\$100,000
	7th Street to Victor Street		
	Sycamore Street	Rehabilitate, Widen and Straighten	\$100,000
	Cobalt Rd to US-395		
	Turner Road	Realign and Improve	\$200,000
	Phatom to National Trails Highway		
	Turner Road @ National Trails Highway	Realign	\$100,000

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	Yates Road	Widen with curb and gutter	\$150,000
	Arrowhead to Green Tree Boulevard		
	3rd Avenue	Construct 2 lane road	\$150,000
	Silica to Burwood		
	City-wide	Traffic Counts	\$25,000
	City-wide	Pavement Overlay	\$300,000
	City-wide	Micropaving	\$197,456
	City-wide	Asset Management Software	\$28,500
	City-wide	Opticom	\$120,000
	City-wide	Radio Links	\$36,000
	City-wide	Signal Maintenance	\$457,780
	City-wide	Monitoring Camera	\$40,000
	City-wide	Widen and Improve	\$66,000
2007/2008	Cottonwood Avenue		
	Bear Valley Rd to Mariposa Rd		
	La Paz Drive	Rehabilitate Pavement	\$500,000
	Fairgrounds to Mojave Dr		
	Pacoima Road	Rehabilitate Pavement	\$400,000
	Bear Valley Road to La Mesa Road		
	Plaza Drive	Rehabilitate Pavement	\$150,000
	7th St to La Paz Dr		
	Tawney Ridge Lane	Reconstruct Pavement	\$350,000
	Village Dr to East End		
	Verde Drive	Rehabilitate Pavement	\$100,000
	Hesperia Rd to So Mojave Dr		
	Victor Street	Rehabilitate Pavement	\$170,000
	7th St to So Mojave Dr		
	2nd Avenue	Pave 2 Lanes, missing link	\$200,000
	Jasmine St to County Ranch Ct		
	1st Ave @ Silica Drive	Widening	\$70,000
	City-wide	Traffic Counts	\$25,000
	City-wide	Pavement Overlay	\$300,000
	City-wide	Micropaving	\$237,547
	City-wide	Asset Management Software	\$28,000

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	City-wide	Opticom	\$120,000
	City-wide	Radio Links	\$36,000
	City-wide	Signal Maintenance	\$481,264
		Reconstruct	\$100,000
2008/2009	Rodeo Drive Seneca Rd to Victor St		
	City-wide	Traffic Counts	\$25,000
	City-wide	Pavement Overlay	\$300,000
	City-wide	Micropaving	\$249,733
	City-wide	Asset Management Software	\$28,000
	City-wide	Opticom	\$120,000
	City-wide	Radio Links	\$36,000
	City-wide	Signal Maintenance	\$505,953
2009/2010	City-wide	Traffic Counts	\$20,000
	City-wide	Pavement Overlay	\$220,000
	City-wide	Micropaving	\$190,521
	City-wide	Opticom	\$90,000
	City-wide	Radio Links	\$27,000
	City-wide	Signal Maintenance	\$385,992
		SUBTOTAL	\$8,756,746

ELDERLY AND HANDICAPPED FUNDS

2006/2010	VVTA	E & H Transit	\$1,566,184
		SUBTOTAL	\$1,566,184
		TOTAL	\$64,749,271

Contact Name: Sean McGlade
 City Engineer
 (760) 955-5158
 Resolution No. 06-157

Measure I Revenue Estimate (4 years)
 Fund Balance as of June 30, 2005
 Regional/Arterial
 Local
 E & H Transit

\$31,323,656
 \$15,713,378
 \$20,360,376
 \$9,397,097
 \$1,566,183

TOWN OF YUCCA VALLEY
MEASURE I CAPITAL IMPROVEMENT PLAN 2006/2010

EXPENDITURE STRATEGY

Elderly & Handicapped Fund: All revenue in the Elderly and Handicapped fund is expended by the Morongo Basin Transit Authority for necessary programs.

Local Road Fund: Measure I Local revenues are allocated to a number of projects, including reconstruction of existing residential roads, maintenance to existing roads, engineering/design for subsequent year construction of residential roads, partial funding for traffic signal projects, and annual studies and/or reports, such as pavement management program updates, traffic census reports, and similar activities.

Major Arterial Fund: Measure I Major Arterial revenues are allocated to a number of projects, including reconstruction of arterials, maintenance (overlays) of arterials, partial funding for traffic signal projects, annual studies and/or reports such as pavement management program updates, traffic studies/surveys, and similar activities.

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
REGIONAL/ARTERIAL FUNDS			
2006/2007	SHOPP - Minor A / Caltrans	Project Application through Caltrans	\$5,000
	SANBAG-STP	Local Match for STP Grant	\$1,500
	Traffic Studies	Speed Surveys & Traffic Studies	\$10,000
	Yucca Mesa	Reconstruction	\$270,000
	Joshua Lane	Reconstruction	\$800,000
	Pavement Management Plan	Pavement Management	\$4,500
	Congestion Management Plan	Planning & Analysis	\$3,500
	SR-62	Design Engineering	\$300,000
	Sage to Airway		
	Cholla	Design Engineering	\$100,000
	SR-62 to Med Island Public		
	Skyline Ranch Road @ SR-247	Asphalt Overlay	\$55,000
	Joshua Lane	Reserve	\$425,000
2007/2008	Traffic Studies	Speed Surveys & Traffic Studies	\$10,000
	Congestion Management Plan	Planning & Analysis	\$3,500

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	SR-62	Design Engineering	\$350,000
	Sage to Airway		
	SR-62 @ SR-247	Traffic Signal (Design)	\$300,000
2008/2009	Traffic Surveys & Warrant Studies	Speed Surveys & Traffic Studies	\$5,000
	SHOPP - Minor A / Caltrans	Project Application through Caltrans	\$5,000
	Congestion Management Plan	Planning & Analysis	\$2,500
	SANBAG-STP	Local Match for STP Grant	\$5,000
	Yucca Trail	Design, Right of Way	\$300,000
	Yucca Mesa to Palomar		
	Direct & Indirect Cost Recovery	Miscellaneous Costs	\$38,220
2009/2010	Traffic Surveys & Warrant Studies	Speed Surveys & Traffic Studies	\$5,000
	SHOPP - Minor A / Caltrans	Project Application through Caltrans	\$5,000
	Congestion Management Plan	Planning & Analysis	\$2,500
	SANBAG-STP	Local Match for STP Grant	\$5,000
	Yucca Trail	Design, Right of Way	\$150,000
	Yucca Mesa to Palomar		
	Direct & Indirect Cost Recovery	Miscellaneous Costs	\$38,220
	Buena Vista	Overlay	\$250,000
	SR-247 to Yucca Mesa		
		SUBTOTAL	\$3,449,440

LOCAL FUNDS

2006/2007	Joshua Drive e/o Balsa	Flood Control/Drainage	\$102,000
	Desert Gold w/o Emerson	Flood Control/Drainage	\$50,000
	Santa Barbara	Asphalt Overlay	\$35,000
	Annual Traffic Census	Traffic Count Analysis	\$7,500
	Miscellaneous Traffic Studies	Traffic Study	\$10,000
	Papago	Asphalt Overlay	\$36,000
	Church to Acoma		
	Camarilla @ Buena Vista	Asphalt Overlay	\$3,500

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	Pavement Management Plan	Pavement Management	\$5,500
	Grand SR-62 to Sunnyslope	Asphalt Overlay	\$80,000
	Amador Joshua Dr to Kismet	Slurry Seal	\$55,000
	Santa Fe Trail	Asphalt Overlay	\$100,000
	Town-wide Slurry Seal	Slurry Seal	\$250,000
	Basia w/o Hanford	Flood Control/Drainage	\$86,000
2007/2008	Pavement Management Plan	Planning & Analysis	\$5,500
	El Dorado	Asphalt Overlay	\$40,000
	Amador to Cholla	Asphalt Overlay	\$40,000
	Carlyle	Asphalt Overlay	\$40,000
	Amador to Cholla	Asphalt Overlay	\$40,000
	Bonanza	Asphalt Overlay	\$40,000
	Amador to Cholla	Asphalt Overlay	\$40,000
	Desert Gold	Asphalt Overlay	\$40,000
	Amador to Cholla	Asphalt Overlay	\$40,000
	Anaconda	Asphalt Overlay	\$40,000
	Amador to Cholla	Asphalt Overlay	\$40,000
	Geronimo	Asphalt Overlay	\$25,000
	Onaga to Navajo	Asphalt Overlay	\$25,000
	Fox	Asphalt Overlay	\$25,000
	Onaga to Navajo	Asphalt Overlay	\$25,000
2008/2009	Annual Traffic Census	Traffic Count Analysis	\$6,000
	Traffic Surveys & Warrant Studies	Speed Surveys & Traffic Studies	\$5,000
	Pavement Management Plan	Planning & Analysis	\$7,500
	Church	Design, Right of Way	\$125,000
	Onaga to Joshua Dr	Miscellaneous Costs	\$18,750
	Direct & Indirect Cost Recovery	Miscellaneous Street Lights	\$33,000
	Street Lights		

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
2009/2010	Annual Traffic Census	Traffic Count Analysis	\$6,000
	Traffic Surveys & Warrant Studies	Speed Surveys & Traffic Studies	\$5,000
	Pavement Management Plan	Planning & Analysis	\$7,500
	Town-wide General Road Maintenance	Road Maintenance	\$125,000
	Zones 1-10	Slurry Seal	\$100,000
	Direct & Indirect Cost Recovery	Miscellaneous Costs	\$18,750
	Street Lights	Miscellaneous Street Lights	\$33,000
		SUBTOTAL	\$1,566,500

ELDERLY AND HANDICAPPED FUNDS

2006/2010	MBTA	E&H Transit	\$160,000
		SUBTOTAL	\$160,000
		TOTAL	\$5,175,940

Contact Name: Shane Stueckle
 Deputy Town Manager
 (760)369-6575
 Resolution No. 06-51

Measure I Revenue Estimate (4 years)
 Fund Balance as of June 30, 2005
 Regional/Arterial
 Local
 E & H Transit

\$4,628,157
 \$820,290
 \$3,413,843
 \$1,575,620
 \$262,603

**COUNTY OF SAN BERNARDINO – COLORADO RIVER
MEASURE I CAPITAL IMPROVEMENT PLAN 2006/2010**

EXPENDITURE STRATEGY

Projects within the current plan will continue the County's emphasis on rehabilitation and maintenance related work, and various safety related projects. Sample projects include drainage improvements on Havasu Lake Road and several surface seal projects.

For larger projects, the design phase will be done in the fiscal year or years prior to the fiscal year that the construction plans are completed and construction funding is available. Additional efforts have been made to shorten time of the plan preparation and construction of the project in the planned year through increased coordination with cities, where participation agreements are required.

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
REGIONAL/ARTERIAL FUNDS			
2006/2007	Congestion Management Plan	Update CMP	\$750
	Havasu Lake Road 3.10m w, Road Dr SW'ly 6.0m	Chip Seal	\$175,000
	Parker Dam Rd SR-62 East 1.0m	Overlay SC3000 OPS	\$60,000
	Cadiz Road Various Locations	Overlay SC3000 OPS	\$120,000
2007/2008	Congestion Management Plan	Update CMP	\$750
2008/2009	Congestion Management Plan	Update CMP	\$750
	Havasu Lake Road Various Locations	Drainage Improvements	\$100,000
2009/2010	Congestion Management Plan	Update CMP	\$750
	Lanfair Road Goffs Rd NW 1.0m	Overlay SC3000 OPS	\$90,000
		SUBTOTAL	\$548,000

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
LOCAL FUNDS			
2006/2007	De Soto Drive Coronado Dr n/Capistrano Wy	AC Overlay	\$50,000
2007/2008	No Project	No Project	\$0
2008/2009	No Project	No Project	\$0
2009/2010	Alamo Road Rio Mesa Dr Elyl.09m SE, Alamo Wy	AC Overlay	\$80,000
		SUBTOTAL	\$130,000

ELDERLY AND HANDICAPPED FUNDS

2006/2010	Big River Transit	E & H Transit	\$16,000
		SUBTOTAL	\$16,000
		TOTAL	\$694,000

Contact Name: Brendon Biggs
 Transportation Program Management
 (909)387-7906
 Resolution No. 2006-352

Measure I Revenue Estimate (4 years)
 Fund Balance as of June 30, 2005
 Regional/Arterial
 Local
 E & H Transit

\$310,978
 \$383,369
 \$202,136
 \$93,293
 \$15,549

**COUNTY OF SAN BERNARDINO – MORONGO BASIN
MEASURE I CAPITAL IMPROVEMENT PLAN 2006/2010**

EXPENDITURE STRATEGY

Projects within the current plan will continue the County's emphasis on rehabilitation and maintenance related work and safety related projects. Sample projects include the installation of turn lanes on Reche Road at State Highway 247, widening and turn pocket installation on La Contenta Road, paving of Sunnyhill Road from Alta Loma Drive north .23 miles, and several overlay projects including approximately 11 miles of Amboy Road.

For larger projects, the design phase will be done in the fiscal year or years prior to the fiscal year that the construction plans are completed and construction funding is available. Additional efforts have been made to shorten time of the plan preparation and construction of the project in the planned year through increased coordination with cities, where participation agreements are required.

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
REGIONAL/ARTERIAL FUNDS			
2006/2007	Congestion Management Plan Morongo Basin Arterials	Update CMP	\$2,750
	Amboy Road Godwin Rd E/Hollywood Ln	SC3000 Overlay	\$360,000
	Amboy Road 1.02m E/Ironage Rd E 11.93m	Chip Seal	\$300,000
	Reche Road @ SR-247	Construct Turn Lane	\$310,500
	Alta Loma Drive .04M W, Sunnyhill Rd E/.03m E, Outpost Rd	Improve Sight Distance	\$262,200
	Alta Loma Drive .04M W, Sunnyhill Rd E/.03m E, Outpost Rd	Waterline Relocation	\$143,000
	Lear Avenue Indian Tr N/Poleline Rd	Overlay	\$234,400
	La Contenta Road Yucca Tr N/SR-62	Widen, turn pocket (design)	\$30,000
2007/2008	Congestion Management Plan Morongo Basin Arterials	Update CMP	\$2,750
2008/2009	Congestion Management Plan Morongo Basin Arterials	Update CMP	\$2,750

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	La Contenta Road Yucca Tr N/SR-62	Widen, turn pocket (construction)	\$1,063,800
2009/2010	Congestion Management Plan Morongo Basin Arterials	Update CMP	\$2,750
	West Drive & Others	Overlay	\$755,100
		SUBTOTAL	\$3,470,000

LOCAL FUNDS

2006/2007	Sunnyhill Road Alta Loma Dr N .23m	Pave Dirt Road	\$705,200
	Melton Tr & Others	Overlay	\$187,000
2007/2008	No Project	No Project	\$0
2008/2009	Rimrock Road Pipes Cyn Rd NW/Burns Cyn Rd	Overlay	\$277,200
2009/2010	Utah Trail Joshua Tree Boundary N/.30m S, Starlight Dr	Overlay	\$541,200
		SUBTOTAL	\$1,710,600

ELDERLY AND HANDICAPPED FUNDS

2006/2007	Lucerne Valley Trans Reimbursement Program	Pilot Program	\$5,000
	MBTA	E & H Transit	\$36,500
2007/2008	Lucerne Valley Trans Reimbursement Program	Pilot Program	\$5,000
	MBTA	E & H Transit	\$36,500
2008/2009	Lucerne Valley Trans Reimbursement Program	Pilot Program	\$5,000
	MBTA	E & H Transit	\$36,500
2009/2010	Lucerne Valley Trans Reimbursement Program	Pilot Program	\$5,000
	MBTA	E & H Transit	\$36,500
		SUBTOTAL	\$166,000
		TOTAL	\$5,346,600

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
Contact Name:	Brendon Biggs	Measure I Revenue Estimate (4 years)	\$3,018,288
	Transportation Program Management	Fund Balance as of June 30, 2005	\$2,288,193
	(909)387-7906	Regional/Arterial	\$1,961,887
	Resolution No. 2006-352	Local	\$905,486
		E & H Transit	\$150,914

**COUNTY OF SAN BERNARDINO – MOUNTAINS
MEASURE I CAPITAL IMPROVEMENT PLAN 2006/2010**

EXPENDITURE STRATEGY

Projects with the current plan will continue the County's emphasis on rehabilitation and maintenance related work and safety related projects. Sample projects include an intersection safety project on Daley Canyon Road at its intersection with State Highway 18, traffic signal installation and intersection improvements on Paradise Way at its intersection with State Highway 38, and several rehabilitation and surface seal projects.

For larger projects, the design phase will be done in the fiscal year or years prior to the fiscal year that the construction plans are completed and construction funding is available. Additional efforts have been made to shorten time of the plan preparation and construction of the project in the planned year through increased coordination with cities, where participation agreements are required.

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
REGIONAL/ARTERIAL FUNDS			
2006/2010	CMP Planning Study SB Mountains Area Arterials	Update CMP	\$1,500
	Arrowbear Drive @ Spillway	Guardrail/Widening	\$70,000
	Daley Canyon Road @ SR-18	Improve Intersection Safety (Design)	\$50,000
	Daley Canyon Road SR-18N/SR-189	Chip Seal	\$19,200
	Grandview Road Lake Arrowhead Area	Overlay	\$190,200
	Maple Lane Barton Ln/Baldwin Ln	Rehabilitation	\$226,000
	All View Drive & Others Running Springs Area	Overlay	\$526,400
	Holcomb Creek Drive & Others Green Valley Lake Area	Overlay	\$234,450
	Rim of the World Drive SR-18 N&E/SR-173	Chip Seal	\$19,200
	Cottage Grove Road @ 655 Cottage Grove Rd	Retaining Wall Repair	\$230,000
	Kuffel Canyon Road @ Arrowhead Villa Road	Retaining Wall Repair	\$230,000
	San Moritz Drive & Others Crestline Area	Overlay	\$622,000

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	San Moritz Way	Pave	\$125,000
	San Moritz Dr/Lake Dr		
	Lake Drive	Rehabilitation	\$324,900
	SR-138 E/Lake Gregory Drive		
	Waters Drive	Overlay	\$252,500
	Crest Forest Dr E/SR-138		
	Lake Gregory Drive	Retaining Wall Repair	\$800,000
	Various Locations		
	Lake Gregory Walkway	Walkway Around Lake Gregory	\$1,000,000
	Crestline Cutoff	Overlay	\$153,000
	Crest Forest Dr E/SR-138		
2007/2008	CMP Planning Study	Update CMP	\$1,500
	SB Mountains Area Arterials		
	Daley Canyon Road @ SR-18	Improve Intersection Safety (Construction)	\$1,000,000
2008/2009	CMP Planning Study	Update CMP	\$1,500
	SB Mountains Area Arterials		
	Paradise Way @ SR-38	Construct Signal & Improve Intersection	\$931,000
	Green Valley Lake Road	Overlay	\$492,900
	SR-18 NE'y 2.00m		
	North Road	Overlay	\$493,000
	Lake Gregory Drive/SR-189		
2009/2010	CMP Planning Study	Update CMP	\$1,500
	SB Mountains Area Arterials		
	Various Roads	Overlay	\$450,000
	Lake Arrowhead Area		
	Barton Lane	Overlay	\$478,400
	Orange Ave E/Maple		
	Dart Canyon Road	Overlay	\$487,000
	Lake Drive N'y/End of Oil		
		SUBTOTAL	\$9,411,150
LOCAL FUNDS			
2006/2007	Bowles Boulevard Aeroplane Blvd NE/Valley Blvd	Pave	\$332,000

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	Lake Drive & Others Angeles Oaks Area	Overlay	\$92,505
	Mountain Lane & Others Big Bear City Area	Overlay	\$196,150
	Shenandoah Drive & Others Lake Arrowhead Area	Rehabilitation, Overlay	\$362,800
	Wolf Road & Others Moonridge Area	Overlay	\$301,300
	Wolf Road & Others Moonridge Area	Chip Seal	\$30,400
	Fairway Boulevard & Others Big Bear City Area	Overlay	\$16,000
	Butte Ave & Others Moonridge Area	Overlay	\$7,600
	Darfo Drive & Others Crestline Area	Overlay	\$247,300
2007/2008	Fairway Boulevard & Others Big Bear City Area	Overlay	\$112,711
	Butte Ave & Others Moonridge Area	Overlay	\$77,986
	Deep Creek Drive & Others Lake Arrowhead Area	Overlay	\$56,900
	Mozumdar Drive Crest Forest Drive N/End	Overlay	\$321,400
2008/2009	Green Valley Lake Road SR-18 NE'ly 2.00m	Overlay	\$277,200
2009/2010	Live Oak Drive SR-330 N'ly/Hilltop Blvd SR-18	Overlay	\$457,400
	Basel Drive San Moritz Dr E'ly/Sonoma	Overlay	\$218,900
SUBTOTAL			\$3,108,552
ELDERLY AND HANDICAPPED FUNDS			
2006/2010	SB Mountain Transit	Transit	\$300,000

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
		SUBTOTAL	\$300,000
		TOTAL	\$12,819,702

Contact Name: Brendon Biggs
 Transportation Program Management
 (909)387-7906
 Resolution No. 2006-352

Measure I Revenue Estimate (4 years)
 Fund Balance as of June 30, 2005
 Regional/Arterial
 Local
 E & H Transit

\$6,755,809
 \$4,857,451
 \$4,503,219
 \$2,078,409
 \$346,401

**COUNTY OF SAN BERNARDINO – NORTH DESERT
MEASURE I CAPITAL IMPROVEMENT PLAN 2006/2010**

EXPENDITURE STRATEGY

Projects within the current plan will continue the County's emphasis on rehabilitation and maintenance related work and safety related projects. Sample projects include the rehabilitation of Newberry Road, National Trails Highway and Community Boulevard, and several surface seal projects.

For larger projects, the design phase will be done in the fiscal year or years prior to the fiscal year that the construction plans are completed and construction funding is available. Additional efforts have been made to shorten time of the plan preparation and construction of the project in the planned year through increased coordination with cities, where participation agreements are required.

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
REGIONAL/ARTERIAL FUNDS			
2006/2007	Congestion Management Plan North Desert Area Arterials	Update CMP	\$2,500
	Dagget-Yermo Road	Overlay	\$588,300
	National Trails Highway N/Yermo Rd		
	National Trails Highway	Rehabilitation	\$1,141,300
	Crucero Rd E/5.69m E, Main St		
	Newberry Road	Overlay	\$500,000
	.58m S, National Trails Hwy N/Valley Center Rd		
2007/2008	Congestion Management Plan North Desert Area Arterials	Update CMP	\$2,500
	Community Boulevard	Rehabilitation	\$649,000
	Lenwood Ave E&N/SR-58		
	Kelbaker Road	Overlay SC3000 OPS	\$120,000
	National Trails Hwy N 2.0m		
	Lanfair Road	Overlay SC3000 OPS	\$240,000
	10.33m NW, Goffs Rd NW/Cedar Canyon		
2008/2009	Congestion Management Plan North Desert Area Arterials	Update CMP	\$2,500
	Hinkley Road	Overlay	\$1,062,900
	SR-58 N/2.90m N, Salinas Rd		
2009/2010	Congestion Management Plan North Desert Area Arterials	Update CMP	\$2,500
	Irwin Road	Overlay	\$1,100,000
	Various Locations		
		SUBTOTAL	\$5,411,500

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
LOCAL FUNDS			
2006/2007	Newberry Road .58m S, National Trails Hwy N/Valley Center Rd	Overlay	\$460,000
	Newberry Road .58m S, National Trails Hwy N/Valley Center Rd	Chip Seal	\$92,000
	Newberry Road Valley Center Rd N/Riverside Rd	Rehabilitation	\$850,000
2007/2008	No Project	No Project	\$0
2008/2009	Various Roads Hinkley Area	Overlay	\$350,000
	Yermo Cutoff Ghost Town Rd NW"ly/Fort Irwin Rd	Overlay	\$485,100
2009/2010	H Street Linda Vista Ave N/.08m N, Armory Road	Overlay	\$440,700
		SUBTOTAL	\$2,677,800

ELDERLY AND HANDICAPPED FUNDS

2006/2007	Searles Valley Transit	Transit	\$5,500
	Red Mountain Trans Reimbursement Program	Pilot Program	\$5,000
	Senior Transportation Subsidy	Pilot Program	\$1,000
	Barstow Dial-A-Ride	Transit	\$75,000
2007/2008	Searles Valley Transit	Transit	\$5,500
	Red Mountain Trans Reimbursement Program	Pilot Program	\$5,000
	Senior Transportation Subsidy	Pilot Program	\$1,000
	Barstow Dial-A-Ride	Transit	\$75,000
2008/2009	Searles Valley Transit	Transit	\$5,500
	Red Mountain Trans Reimbursement Program	Pilot Program	\$5,000
	Senior Transportation Subsidy	Pilot Program	\$1,000
	Barstow Dial-A-Ride	Transit	\$75,000
2009/2010	Searles Valley Transit	Transit	\$5,500
	Red Mountain Trans Reimbursement Program	Pilot Program	\$5,000

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	Senior Transportation Subsidy	Pilot Program	\$1,000
	Barstow Dial-A-Ride	Transit	\$75,000
		SUBTOTAL	\$346,000
		TOTAL	\$8,435,300

Contact Name: Brendon Biggs
 Transportation Program Management
 (909)387-7906
 Resolution No. 2006-352

Measure I Revenue Estimate (4 years)
 Fund Balance as of June 30, 2005
 Regional/Arterial
 Local
 E & H Transit

\$5,381,326
 \$2,373,789
 \$3,497,862
 \$1,614,398
 \$269,066

**COUNTY OF SAN BERNARDINO – VICTOR VALLEY
MEASURE I CAPITAL IMPROVEMENT PLAN 2006/2010**

EXPENDITURE STRATEGY

Projects within the current plan will continue the County's emphasis on rehabilitation and maintenance related work and safety related projects. Sample projects include drainage improvements on Beekley Road and Phelan Road, construction of a new road at Wright Mountain Road, installation of turn pockets on Ocotillo Way, rehabilitation of Kiowa Road, El Mirage Road and Phelan Road and several other rehabilitation projects.

For larger projects, the design phase will be done in the fiscal year or years prior to the fiscal year that the construction plans are completed and construction funding is available. Additional efforts have been made to shorten time of the plan preparation and construction of the project in the planned year through increased coordination with cities, where participation agreements are required.

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
REGIONAL/ARTERIAL FUNDS			
2006/2007	Victor Valley Transportation Model	Develop Transportation Model	\$440
	Congestion Management Plan	Update CMP	\$10,000
	Wright Mountain Road Zermatt Dr N/SR-2	Pave New Road	\$890,000
	Dos Palmas Road Victorville City Limits/San Mateo	Overlay	\$315,300
	Central Road Roundup Way N/.5m S, Bear Valley Cutoff	Overlay	\$275,000
	Ocotillo Way Central Rd E/Valley Vista Ave	Overlay, Turn Pockets	\$130,000
	Oak Hills "A" Transportation Plan	Participation with Fee Plan	\$97,000
	S&E Apple Valley Transportation Plan	Participation with Fee Plan	\$25,000
	Summit Valley Transportation Plan	Participation with Fee Plan	\$3,000
	Summit Valley Road SR-138 N/Hesperia City Limits	Chip Seal	\$80,000
	Beekley Road SR-138 N/Phelan Rd	Drainage Improvements	\$453,500
	Nielson Road Beekley Rd E/Malpaiso Rd	Pave Dirt Road	\$500,000
	Kiowa Road Van Dusen Rd N/Tussing Ranch Rd	Rehabilitation	\$1,517,300

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
2007/2008	Victor Valley Transportation Model	Develop Transportation Model	\$440
	Congestion Management Plan	Update CMP	\$10,000
	El Mirage Road 2.0m W, Sheep Creek Rd E/Sheep Creek Rd	Rehabilitation	\$1,097,400
2008/2009	Victor Valley Transportation Model	Develop Transportation Model	\$440
	Congestion Management Plan	Update CMP	\$10,000
	Phelan Road SR-138 E/Malpasos Rd	Rehabilitation	\$1,915,000
2009/2010	Sheep Creek Road 0.1m N, Neilson Rd	Construct Culvert	\$150,000
	Victor Valley Transportation Model	Develop Transportation Model	\$440
	Congestion Management Plan	Update CMP	\$10,000
	Mesa Road Emerald N/Foothill	Overlay	\$492,900
	Sheep Creek Road Solano Rd N/Amador Rd	Box Culvert Construction (Design)	\$25,000
	Tussing Ranch Road Deep Creek Rd E/Kiowa Rd	Pave Dirt Road	\$1,000,000
		SUBTOTAL	\$9,008,160

LOCAL FUNDS

2006/2007	Amethyst Road Palmdale Rd N/Seneca Rd	Construct Road (Final Costs)	\$20,000
	Rivera Drive & Others Wrightwood Area	AC Overlay (OPS)	\$91,400
	Carnelian Road & Others Lucerne Valley Area	AC Overlay (OPS)	\$52,300
	San Martin Road Dos Palmas Rd N/Palmdale Rd	Pave Dirt Road	\$375,000
	Phelan Road Various Locations	Drainage Improvements	\$193,000
	Rain Shadow Road Sunburst Rd N/.07m N, Lynwood Way	Rehabilitation (Design)	\$15,000

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	Harbor Drive Lakeview Dr NW'y/End	Overlay (Design)	\$15,000
2007/2008	Rain Shadow Road Sunburst Rd N/.07m N, Lynwood Way	Rehabilitation (Construction)	\$385,300
	Harbor Drive Lakeview Dr NW'y/End	Overlay (Construction)	\$167,400
2008/2009	Wilson Ranch Road 0.60m N, Duncan Rd N 0.10m	AC Overlay (OPS)	\$8,900
	Duncan Road Wadi Dr E 0.15m	AC Overlay (OPS)	\$13,400
	Bear Valley Cutoff Joshua Rd E/SR-18	Rehabilitation	\$872,600
2009/2010	Lone Pine Canyon Road .78m E, Swarthout Cyn Rd NE/SR-138	Overlay	\$598,800
	Ranchero Street Escondido Ave E 1.0m	Overlay	\$277,200
	Various Roads Phelan Area	Overlay	\$500,000
		SUBTOTAL	\$3,585,300

ELDERLY AND HANDICAPPED FUNDS

2006/2007	Lucerne Valley Trans Reimbursement Program	Pilot Program	\$5,000
	VV Transit/Dial-A-Ride Victor Valley Area	Transit	\$75,000
	Wrightwood Transit	Transit	\$5,000
2007/2008	Lucerne Valley Trans Reimbursement Program	Pilot Program	\$5,000
	VV Transit/Dial-A-Ride Victor Valley Area	Transit	\$75,000
	Wrightwood Transit	Transit	\$5,000
2008/2009	Lucerne Valley Trans Reimbursement Program	Pilot Program	\$5,000
	VV Transit/Dial-A-Ride Victor Valley Area	Transit	\$75,000
	Wrightwood Transit	Transit	\$5,000

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
2009/2010	Lucerne Valley Trans Reimbursement Program	Pilot Program	\$5,000
	VV Transit/Dial-A-Ride	Transit	\$75,000
	Victor Valley Area		
	Wrightwood Transit	Transit	\$5,000
		SUBTOTAL	\$340,000
		TOTAL	\$12,933,460

Contact Name: Brendon Biggs
Transportation Program Management
(909)387-7906
Resolution No. 2006-352

Measure I Revenue Estimate (4 years)
Fund Balance as of June 30, 2005
Regional/Arterial
Local
E & H Transit

\$8,519,703
\$2,244,168
\$5,537,807
\$2,555,911
\$425,985

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 8

Date: January 19, 2007

Subject: Measure I 2010-2040 Subarea Revenue Estimates by Program Area

Recommendation:* Adopt Measure I 2010-2040 revenue estimates by program area for Measure I Strategic Planning purposes.

Background: On August 2, 2006, the Board of Directors approved revision of the Measure I 2010-2040 Revenue estimate upward from \$6.0 billion in 2003 dollars to \$8.0 billion in 2006 dollars. The revised forecast was a countywide revenue forecast based on a slightly higher forecast by Dr. John Husing, Consultant Economist to SANBAG.

Over the past several months, staff developed a methodology to allocate the projected countywide Measure I 2010-2040 revenue to the geographic subareas of San Bernardino County. The Board of Directors approved the revenue allocation methodology at its January 2007 meeting. Following approval by the Board of Directors, staff developed revenue estimates by program area for each of the San Bernardino County Subareas, included in the Measure I 2010-2040 Expenditure Plan. The subareas include: the San Bernardino Valley, Colorado River, Morongo Basin, Mountains, North Desert, and Victor Valley. Per the Expenditure Plan, funding for the Cajon Pass improvements are funded by 3% of the San Bernardino Valley and 3% of the Victor Valley revenue.

The revenue estimates by program area are included as an attachment to this agenda item. The revenue estimates by program area were developed by using

*

Approved
Mountain/Desert Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

the formulas prescribed in the Measure I 2010-2040 Expenditure Plan Schedules D, E, F, G, H and I. Built into the Expenditure Plan are provisions for adjustment to several transit programs for the Valley and Victor Valley Subareas. The revenue estimates included in Attachment A do not anticipate adjustment to those transit programs; the Measure I percentages are assumed to be constant throughout the thirty year life of Measure I.

Financial Impact: This item has no direct impact on the adopted SANBAG Budget. Staff activities associated with this item are consistent with the adopted SANBAG budget, Task No. 60907000, Agency Strategic Planning.

Reviewed By: This item is scheduled for review by the Mountain/Desert Committee on January 19, 2007.

Responsible Staff: Ryan Graham, Transportation Planning Specialist

Attachment A

Cajon Pass	
MI 2010-2040 Revenue Estimate	\$224,101

San Bernardino Valley		
MI 2010-2040 Subarea Estimate	\$6,135,158	
Program Category	MI %	Amount
Freeway Projects	29%	\$1,779,196
Freeway Interchange Projects	11%	\$674,867
Major Street Projects	20%	\$1,227,032
Local Street Projects	20%	\$1,227,032
Traffic Management Systems	2%	\$122,703
Metrolink / Rail Service	8%	\$490,813
Express Bus Service / BRT	2%	\$122,703
Senior / Disabled Transit	8%	\$490,813

Colorado River		
MI 2010-2040 Subarea Estimate		\$11,940
Program Category	MI %	Amount
Local Street Projects	68%	\$8,119
Traffic Management Systems	2%	\$239
Major Highway Projects	25%	\$2,985
Senior / Disabled Transit	5%	\$597

Morongo Basin		
MI 2010-2040 Subarea Estimate		\$186,182
Program Category	MI %	Amount
Local Street Projects	68%	\$126,604
Traffic Management Systems	2%	\$3,724
Major Highway Projects	25%	\$46,545
Senior / Disabled Transit	5%	\$9,309

Mountains		
MI 2010-2040 Subarea Estimate		\$167,632
Program Category	MI %	Amount
Local Street Projects	68%	\$113,990
Traffic Management Systems	2%	\$3,353
Major Highway Projects	25%	\$41,908
Senior / Disabled Transit	5%	\$8,382

North Desert		
MI 2010-2040 Subarea Estimate		\$164,205
Program Category	MI %	Amount
Local Street Projects	68%	\$111,659
Traffic Management Systems	2%	\$3,284
Major Highway Projects	25%	\$41,051
Senior / Disabled Transit	5%	\$8,210

Victor Valley		
MI 2010-2040 Subarea Estimate		\$1,110,782
Program Category	MI %	Amount
Local Street Projects	68%	\$738,103
Traffic Management Systems	2%	\$22,216
Major Highway Projects	25%	\$277,695
Senior / Disabled Transit*	5%	\$72,989

* The percentage for Senior and Disabled Transits begins at 5% and increases by 0.5% in 2015 and every five years thereafter to a maximum of 7.5%. All increases above the 5% initial percentage for Senior and Disabled Transit Service come from the general Local Street Projects category.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 9

Date: January 19, 2007

Subject: Measure I 2010-2040 Strategic Plan Policy Issues

Recommendation:* Review revised white papers and recommended principles for furtherance of the Strategic Plan.

Background: The Board of Directors and technical representatives have been reviewing white papers related to Measure I 2010-2040 policy issues at various meetings throughout the past several months. The Mountain/Desert Committee reviewed white papers at their October and November meetings. Staff has met with several technical staff and received written comments related to the white papers.

As a result of input received, staff has revised the white papers related to the Mountain/Desert expenditure plan and provided draft principles and policy recommendations for review. The revised Rural Mountain/Desert Major Local Highway Projects and Victor Valley Major Local Projects white papers are included in this item for further review and discussion.

Financial Impact: This item has no direct impact upon the adopted budget. The final approval of principles and policies related to Measure I 2010-2040 will direct fund allocations and project budgets through the term of the extended Measure.

Reviewed By: This item has been developed as a result of policy and technical input generated from prior white papers.

Responsible Staff: Deborah Robinson Barmack, Director of Management Services

*

Approved
Mountain/Desert Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 10

Date: January 19, 2007

Subject: 2006 State Transportation Improvement Program (STIP) Augmentation

Recommendation:* Provide comment on 2006 STIP Augmentation.

Background: Proposition 1B, the Highway, Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, was approved by voters on November 7, 2006. This Act authorizes \$2 billion in general obligation bond proceeds to be available for projects in the STIP. These funds will be deposited in the newly created Transportation Facilities Account (TFA) and will be available for the STIP when appropriated by the Legislature. Because of funding constraints in the 2006 STIP, many projects statewide were either removed from the STIP or delayed to later years when funds would be available. In San Bernardino County, Segment 5 of the I-215 North project through San Bernardino was deprogrammed by the California Transportation Commission (CTC) in approval of the 2006 STIP. Rather than wait for the 2008 STIP, the CTC has initiated a special STIP development cycle to augment the 2006 STIP. This will allow not only those projects that were either deprogrammed or delayed in the past to move forward but will also give an opportunity to add new projects to the STIP.

The SANBAG Board of Directors acted in January 2007 to receive the schedule for development of the 2006 STIP Augmentation, including Board approval of the 2006 STIP Augmentation submittal to the CTC in March 2007. The CTC adopted the fund estimate (FE) for the 2006 STIP Augmentation at its meeting on

*

Approved
Mountain/Desert Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

mdc0701a-abz
Attachment: mdc0701a-abz
50007000

December 13, 2006. The FE identifies \$2.1 billion of additional programming capacity available statewide in this augmentation. Of this, \$638 million is from the Public Transportation Account (PTA), which is a trust fund for transportation planning and mass transportation purposes, leaving \$1.4 billion available statewide for highway and road projects. Because these proceeds are from bond proceeds, all of the new funds will be state-only funds.

2006 STIP Augmentation Overview

Figure 1 provides an overview of the 2006 STIP and 2006 STIP Augmentation revenue and programming. Table 1 documents current STIP commitments by the SANBAG Board and the current availability of STIP funds. Table 2 provides a listing of cost increases to currently programmed projects in comparison with available revenues from the STIP and other sources. The tables are discussed individually in more detail below.

1. Figure 1 shows the current programming for San Bernardino County totaling about \$453 million in the 2006 STIP. San Bernardino County receives 4.69% of the statewide total of new programming capacity, or \$97.3 million. Because \$64 million was left unprogrammed during the 2006 STIP cycle, the FE shows a net share of \$161.4 million for San Bernardino County. Of this, \$29.9 million may only be available for PTA-eligible projects. Unlike STIP cycles in the recent past, this augmentation does not prescribe annual programming targets, therefore projects may be programmed in the year they are expected to be delivered. As stated previously, the availability of bond proceeds will be subject to annual appropriations by the Legislature, however the CTC expects the Legislature will consider the annual programming in making those appropriations.
2. Table 1 shows SANBAG's programmed commitments through the 2006 STIP. As shown, the unprogrammed share balance from the 2006 STIP was \$64,107,000. During approval of the 2006 STIP, the CTC deprogrammed \$56,500,000 for Segment 5 of the I-215 North project because of lack of programming capacity. In addition, the SANBAG Board established a set-aside for future Desert Interchanges totaling \$6,385,000. The remaining \$1,222,000 is a result of other programming adjustments for the closing out of Caltrans' support costs on various projects. As shown, the 2006 STIP Augmentation results in a total programming capacity of \$161,448,000.

Note that Table 1 also includes the Transportation Enhancements (TE) programming, which is administered through the STIP. As this is a federal

program, the STIP Augmentation does not provide additional funding for these projects.

3. While this fund estimate provides additional programming capacity, new capacity for non-PTA eligible projects (highway projects) could be limited to \$131M, depending on statewide programming, and most of the currently programmed projects have either experienced cost increases or were partially programmed during approval of the 2006 STIP because of limited programming capacity. Fortunately, the CTC has not established annual programming targets as they have in the recent past; therefore projects can be programmed based on schedule rather than on annual funding availability.

Table 3 shows the unfunded need for currently programmed STIP projects that have either experienced cost increases or have portions of the project unprogrammed, such as Segment 5 of the I-215 North project. The total unfunded need is \$232.3M. Caltrans has indicated that they intend to request of total of \$39M in Interregional Improvement Program (IIP) funds from the 2006 STIP Augmentation for the I-15 Phase 2 and SR-138 projects. In addition, SANBAG and Caltrans have jointly requested \$109M through the Corridor Mobility Improvement Account (CMIA) nomination process. If these requests are successful, \$84M in STIP Augmentation funds will be required to fund cost increases on I-215 North, leaving from \$47M to \$77M available for other projects not currently programmed in the STIP.

Adoption Schedule

The Regional Transportation Improvement Program (TIP) is to be submitted to the CTC by April 2, 2007, and final CTC adoption of the 2006 STIP Augmentation is scheduled for June 7, 2007. In addition, the CTC plans to adopt the program of projects for the CMIA on February 28, 2007. The results of that decision obviously effect the programming decisions for the STIP Augmentation.

Staff is beginning development of programming and scheduling priorities for the 2006 STIP Augmentation; however because of the CMIA schedule, it will not be possible to present the final 2006 STIP recommendations until the SANBAG Board meeting in March 2007. It will also be necessary for the Board to act on the final 2006 STIP recommendations at that time because of the CTC submittal schedule.

Financial Impact: This item has no impact on the approved SANBAG Fiscal Year 2006-2007 Budget.

Reviewed By: This item will be reviewed by the Plans and Program Policy Committee on January 17, 2007 and the Mountain/Desert Committee on January 19, 2007.

Responsible Staff: Ty Schuiling, Director of Planning and Programming
Andrea Zureick, Senior Transportation Analyst

FIGURE 1: 2006 STIP PROGRAMMING
(\$ in thousands)

<u>2006 STIP</u>	
Total Revenue Available through 2006 STIP	517,148
Less Total RIP Programmed	-453,041
Total Available for Programming	<u>64,107</u>
<u>2006 STIP Augmentation</u>	
2006 STIP Augmentation Apportionment	97,341
Grand Total Available for Programming	161,448

At least \$131,542 of this is available for programming on highway and road projects. Depending on the programming statewide, up to \$29,906 may be available only for programming on mass transportation projects.

TABLE 1: RECAP OF 2006 - 2011 STIP
(\$ in thousands)

	Regional Improvement Program	Transportation Enhancements	AB2928	South Coast CMAQ (HOV)	STP	Measure I Maj. Proj.	DEMO	ITIP	Other	Project Total
1	REVENUE AVAILABLE THROUGH 2006 STIP CYCLE									
2	Revenue Available through 2004 STIP Cycle	\$19,063								
3	2006 STIP Regional Improvement Program/Transportation Enhancements	\$629,477								
4	Less Lapsed Funds/Allocated Funds through June 2006	\$88,986								
5	Volled/Completed Projects No Longer in STIP through June 2005	\$5,423								
6	Total Available	(\$7,342)								
7		\$17,144								
8	PROGRAMMED COMMITMENTS									
9	Planning, Programming, & Monitoring Reserve (FY06/07 - FY10/11):	\$2,916								\$2,916
10	Planning, Programming, & Monitoring AB3090 Reimbursement (FY03/04):	\$632								\$632
11	SR-210 (30) Corridor (Design, ROW):	\$114,371				\$35,681				\$150,052
12	SR-210 (30) Corridor (Segment 11/1-215 Const):	\$32,967				\$22,000				\$54,967
13	I-215 North Corridor:	\$256,862	\$25,000	\$90,432	\$76,425	\$110,474	\$2,063	\$51,127	\$56,500	\$617,756
14	I-15 Northbound Widening Phase 2:	\$25,843							\$1,760	\$78,730
15	SR-138 Widening from I-15 to County Line (ROW and Const):	\$15,450						\$68,997		\$84,447
16	US-395 Widening from I-15 to S.R. 58 (PA&ED):	\$4,000						\$4,000	\$6,000	\$14,000
17	Transportation Enhancements (TE) Reserve:	\$14,688								\$14,688
18	Colton/San Bernardino Bike Lane:	\$660								\$660
19	Fontana PE Inland Empire Trail:	\$1,796								\$1,796
20	TOTAL:	\$453,041	\$25,000	\$90,432	\$76,425	\$168,155	\$2,063	\$124,124	\$64,260	\$1,020,644
21	Total Unprogrammed Share Balance from 2006 STIP:									
22		\$64,107								\$0
	2006 STIP Augmentation Regional Improvement Program (Non-PTA):									
		\$67,435								
	2006 STIP Augmentation Regional Improvement Program (PTA):									
		\$29,906								
		\$161,448								

NOTES (by line number):

- 9 Programming for FY 06/07 and FY 07/08 represents 1 percent set-aside for planning, programming, and monitoring activities out of the statutorily authorized 5 percent of the total RIP funds available. Programming for FY 08/09 - FY10/11 represents 1.1 percent set-aside.
- 10 An AB 3090 reimbursement was approved by the CTC in April 2004 so that costs incurred in FY 03/04 for PPM activities can be reimbursed by the STIP in FY 07/08.
- 13 See Item 22 below. "Other" represents deprogrammed funds for Segment 5.
- 19 Project was granted a one year allocation deadline extension to June 30, 2007. If funds are not allocated before that date, they will be lost from the County Share.
- 22 During approval of the 2006 STIP, the CTC deprogrammed \$56,500,000 for Segment 5 because of lack of programming capacity. In addition, the SANBAG Board established a set-aside for future Desert Interchanges totaling \$6,385,000. The remaining \$1,222,000 is a result of other programming adjustments.

TABLE 2: CURRENT PROGRAMMING UNFUNDED NEED
(\$ in thousands)

2006 STIP Period - Programmed Project Cost Increases	FY 06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11	Total
SR-210 (30) Corridor (Segment 11/I-215 Const):		\$25,000				\$25,000
I-215 North Corridor:	\$33,311	\$716	\$25,171		\$62,573	\$121,771
I-15 Northbound Widening Phase 2:	\$6,762			\$50,226		\$56,988
SR-138 Widening from I-15 to County Line (ROW and Const):	\$563		\$432		\$27,500	\$28,495
Total Cost Increases	\$40,636	\$25,716	\$25,603	\$50,226	\$90,073	\$232,254
2006 STIP Period - Proposed Non-STIP Fund Sources	FY 06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11	Total
ITIP:	\$7,325		\$432	\$3,794	\$27,500	\$39,051
CMIA:				\$46,432	\$62,573	\$109,005
Total Non-STIP Fund Sources	\$7,325	\$0	\$432	\$50,226	\$90,073	\$148,056
2006 STIP Augmentation Required	\$33,311	\$25,716	\$25,171	\$0	\$0	\$84,198

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 11

Date: January 19, 2007

Subject: FY08 Federal Appropriations Process and Project Nominations

Recommendation:* Approve of a strategy and solicit projects for FY08 Federal Appropriations Process.

Background: San Bernardino Associated Governments (SANBAG) is guided by its board approved legislative platform to seek legislative remedies for transportation policy and funding of transportation infrastructure projects. Additionally, in terms of securing federal funds for major projects within San Bernardino County, SANBAG adopts a list of projects seeking money through the annual appropriations process. In the past, SANBAG's strategy entailed a geographic approach concentrated on interchanges and highways, grade separations and transit projects in accordance to congestion relief needs. The result of this strategy provided small amounts of federal funds for a number of projects.

The passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), a multi-year authorization measure, modified the climate for securing federal funds for major transportation projects. Due to the number of earmarks authorized by SAFETEA-LU, the appropriations process for additional earmarks is much more competitive now and there is a clear

*Approved
Mountain/Desert Committee*

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

push to promote completion of a transportation system rather than individual projects. Bearing in mind this shift, SANBAG might be in a better position to compete for limited federal funds by targeting large regional projects requiring a larger share of federal funding, which rallies the support of the entire Congressional Delegation representing San Bernardino County.

The following items are intended to promote discussion on SANBAG's future strategy for new legislative initiatives.

Policy Considerations and Alternatives:

- 1) Seek Funding for All Projects. As in the past, SANBAG may adopt a strategy to continue its current strategy for acquiring federal funds for all major transportation projects within San Bernardino County. The benefit to this approach is that every Board member can report to their respective jurisdictions that federal funds are being sought on such projects. The pitfalls of this strategy includes the amount of time it takes build up enough funding to complete a given project, the process to receive funding is fragmented, and allowable timeframes to utilize such funding may not coincide with the project delivery schedule.
 - Last year, newspaper articles cited that the House Appropriations Committee required representatives to better prioritize funding requests. In the coming year, it will be especially important for SANBAG to clearly communicate funding needs that benefit the regional as a whole.
- 2) Seek Funding for Single Large Corridor Project. With a focus on a single, large-scale project of regional importance, SANBAG's federal funding request strategy might concentrate on a major projects along a mainline corridor. The single, large-scale corridor project may change from year to year and aim to complete corridors to alleviate congestion and/or promote goods movement. While this strategy will only seek funds for a single, large-scale corridor project for a given fiscal year, federal funds received might significantly reduce the need to utilize measure funds on a given project and thus measure funds can be used to complete other critical projects within San Bernardino County. Foreseeable benefits to implementing this strategy includes securing a larger share of federal

funds a major projects and providing an opportunity to leverage state, federal and local funds to the highest degree possible. On the flip side, this approach would require SANBAG to be more competitive.

- To successfully implement this strategy, SANBAG will need to assess the amount of effort, commitment and resources this new strategy will require. Additionally, SANBAG will need to reach outside of the agency in a more aggressive manner to gain the support of the business community and other community stakeholders. Currently, SANBAG has one staff person focused on both the state and federal legislative strategy. Having adequate resources to assist board members effectively communicate this strategy and gain the support of Congress and the business community will be a key element to implementing this approach.

Financial Impact: The recommended action is consistent with the SANBAG 2006-2007 Fiscal Year Budget.

Reviewed By: This item is scheduled for review by the Administrative Committee on January 17, 2007, by the Plans and Programs Committee on January 17, 2007, by the Major Projects Committee on January 18, 2007 and by the Mountain/Desert Committee on January 19, 2007.

Responsible Staff: Jennifer Franco, Director of Intergovernmental and Legislative Affairs

**SANBAG PROJECT LIST SUMMARY
FY2007 APPROPRIATIONS – MASTER LIST**

Congressional District	Project	Amount Requested
Lewis	Needles Highway	\$10 million
Lewis	MBTA Intercity Transfer Center	\$1.5 million
Lewis/McKeon	HDC Development and Interchange	\$5 million
Lewis/McKeon	La Mesa Nisqualli/Interstate 15 Interchange	\$5 million
Lewis/McKeon	Eucalyptus/Interstate 15 Interchange	\$2 million
McKeon	Lenwood Avenue/Cajon Branch Line Improvements to a Grade Crossing	\$3 million
McKeon	Victor Valley Transit Facility	\$5 million
Dreier	San Bernardino Line Double Track	\$2 million
Dreier	Base Line/I-15 Interchange	\$1.5 million
Dreier	Omnitrans Mid-Valley Transit Facility – Paratransit Phase	\$9 million
Dreier	SCRRA/Metrolink Sealed Corridor	\$5 million
Baca	Cherry Avenue/Interstate 10 Freeway Interchange	\$3 million
Baca	Vineyard Avenue/Alhambra Branch Line Grade Separation	\$3 million
Baca	San Bernardino Intermodal Transit Center	\$4 million
Baca	Palm Ave./BNSF Railroad Grade Separation	\$5 million

Total Funding Request: \$64 million

Highway/Road Projects: 6

Alameda Corridor East Projects: 3

Rail Safety: 1

Transit Projects: 5

**SANBAG PROJECT LIST BY CONGRESSIONAL DISTRICT
FY2007 APPROPRIATIONS**

Needles Highway

\$10 million – Federal Lands Program (Lewis)

Needles Highway is primarily a two-lane rural highway that runs north and south between the City of Needles and Laughlin, Nevada. Improvements to the highway are necessary for improved motorist safety, to reduce road flooding and wash-outs. The state of Nevada is contributing to this project and SANBAG has allocated \$3 million of Surface Transportation Program formula funds to the project. The project is included in the SANBAG Comprehensive Transportation Plan. The project cost is estimated at \$30.5 million.

High Desert Corridor (HDC) Development and Interchange Improvements (Phase I)

\$5 million (Lewis/McKeon)

The Antelope and Victor Valleys continue to experience explosive population growth, deficient highway infrastructure, and impacts from truck related goods movement that bypass the Los Angeles areas more congested freeways. To address these concerns and to serve as a linkage between the valley's two regional airports, a High Desert Corridor running from Palmdale (Los Angeles County) to U.S. 395 (San Bernardino County) is in its planning and development phase along various segments.

HDC Interchange improvements are the first phase of a new highway linking the Victor Valley in San Bernardino County, California, with the Antelope Valley in Los Angeles County, California. This first phase will provide new freeway access from the I-15 freeway to U.S. 395 and will provide new highway access to Southern California Logistics Airport (formerly George Air Force Base). The airport is a 5,000-acre facility which is currently operational and can handle cargo 24 hours a day, 365 days a year, with business units that include aircraft maintenance, manufacturing and distribution, flight training, defense programs, and flight testing. This project will enhance plans to expand the multi-modal capability for goods movement, with the added benefit of ultimately creating 10,000 jobs. SANBAG requests \$3 million for costs associated with planning and design implementation for Phase I.

Additionally, with the passage of SAFETEA-LU, the HDC corridor was designated as E-220 with no funding component. SANBAG requests \$2 million for costs associated with project development including, project approvals and environmental document preparation for the segment connecting Victor Valley and Antelope Valley.

La Mesa/Nisqualli/Interstate 15 Interchange

\$5 million (Lewis/McKeon)

This project connects La Mesa Road and Nisqualli Road by constructing an over-crossing and interchange connection to Interstate 15 at what has become the urban/commercial core of the Victor Valley and provide an improved east-west corridor from the Town of Apple Valley. The interchange will serve as a conduit across the freeway and help disperse traffic from existing interchanges at Bear Valley Road and Palmdale Road that were not constructed to accommodate the massive population growth and commercial development that has occurred in the Victor Valley in past decade.

MDC0701A1-JF.doc

Funding Requests (Master)/Federal Appropriations/2007
Document Version Date: 2/16/2006a

Page 2 of 5

Eucalyptus/Interstate 15 Interchange

\$2 Million (Lewis/McKeon)

This project provides an important interchange with Interstate 15. Currently, the interchanges at Main Street and Bear Valley Road, separated by four miles, are the only interchanges that serve the City of Hesperia. The lack of access for this rapidly growing area causes massive congestion not only on Main Street and Bear Valley Road, but traffic also backs up on Interstate 15 while trying to exit the freeway, creating unsafe driving conditions on the freeway.

MBTA Intercity Transfer Center

\$1.5 million (Lewis)

The Morongo Basin Transit Authority (MBTA) proposes the future Town of Yucca Valley Intercity Transfer Center. This Transfer Center will be a safe and convenient place, featuring modern transit amenities such as shelters, informational kiosks, bike racks, and ADA accessibility, allowing our customers to easily and safely change buses with not only our agency, but with other connecting transportation providers. The facility will be a tremendous improvement over the current situation where customers transfer buses in an open, congested parking lot at the fringe of a shopping center.

San Bernardino Line Double Track

\$2 million (Dreier)

As a member of the Southern California Regional Rail Authority, the agency operating the Metrolink commuter rail service, SANBAG shares a request with Metrolink for \$2 million to fund the *design* costs to “double-track” the Metrolink rail line between *Pomona and San Dimas*.

Base Line/I-15 Interchange

\$1.5 million (Dreier)

The Base Line/I-15 interchange is located just North of I-15/Foothill Blvd. interchange – the most congested segment of I-15 between I-10 and Las Vegas. Current planned improvements include two (2) new bridge structures for the southbound on/off ramps and constructing a loop ramp for westbound Base Line Road to southbound I-15. The project includes the replacement of the existing East Avenue overhead structure located north of the interchange widening Base Line Road to provide (2) two left turn lanes for eastbound Base Line to the northbound I-15. The total estimated project cost is \$29.5 million, which includes \$18.9 million in project costs without right-of-way acquisition.

Omnitrans Mid-Valley Transit Facility – Paratransit Phase

\$9 million (Dreier)

Omnitrans is requesting funding for the Paratransit Phase of the Mid-Valley Operating and Maintenance Facility. Omnitrans currently operates its West Valley Paratransit Operation out of a leased facility in Rancho Cucamonga. This leased facility is inadequate as the paratransit vehicles are unable to refill at this site and at capacity can only house 60 vehicles. Refilling off-site takes time away from serving our patrons and with minimum capacity leaves no room for any expansion service.

The new site, also located in Rancho Cucamonga on property already owned, will accommodate 100 paratransit vehicles, paint & body, parts storage, fuel islands, bus wash building, and over 400,00 sq. ft of vehicle parking for paratransit and fixed route vehicles. It is anticipated that this facility will meet Omnitrans needs for the next 30 years.

SCRRA/Metrolink Sealed Corridor

\$5 million (Dreier)

Although SCRRA/Metrolink and its member agencies have continuously implemented grade crossing improvements, crossing closures and aggressive education programs since 1991, there has never been sufficient funding for a coordinated corridor-wide approach. A "sealed corridor" approach takes an entire corridor segment and treats it as one project.

A sealed corridor is more effective than applying enhancements on a crossing-by-crossing basis and builds on the original concept developed by the North Carolina Department of Transportation for their rail corridor between Raleigh and Charlotte in 1994. SCRRA/Metrolink is requesting funding for a sealed corridor on the full length of San Bernardino Line, which runs 56.5 miles. The total cost of the project is \$28.25 million.

Cherry Avenue/Interstate 10 Freeway Interchange

\$3 million (Baca)

This request is for federal funds in the amount of \$3 million to partially fund construction costs to replace the Cherry Avenue/Interstate 10 interchange. This interchange currently has the single greatest amount of vehicular delay of any interchange within the 43rd Congressional District and is the primary interchange from the I-10 serving heavy industrial areas of Fontana, Ontario, San Bernardino County, several high volume truck stops and the California Speedway.

Vineyard Avenue/Alhambra Branch Line Grade Separation

\$3 million (Baca)

This request is for federal funds for a rail line/highway grade separation project. The project includes the design, engineering, and environmental document preparation for an Alameda Corridor East rail line/highway grade separation on the Alhambra Branch Line at Vineyard Avenue in the City of Ontario.

San Bernardino Intermodal Transit Center

\$4 million (Baca)

Omnitrans is planning a new Intermodal Transit Center (transcenter) at "E" Street and Rialto Avenue in downtown San Bernardino. The proposed transcenter will provide a single transfer point for Omnitrans bus routes serving the downtown area, as well as connections to the proposed Bus Rapid Transit (sbX) system, Metrolink, and other transit agencies serving the downtown area. Once completed, the transcenter will provide a centralized point for riders and operators to congregate. The benefit of this facility is that it will eliminate friction between businesses, passengers, and automobile traffic thereby improving passenger safety and convenience, and create opportunities for transit-oriented businesses at the transcenter.

The current transit mall exists on a four-block strip on and around 4th street in San Bernardino. For almost ten years, Omnitrans has depended on this 4th Street transit mall as a key destination point. However, with an average weekday ridership of 3,840 passengers, the transit mall has become outdated, with numerous conflicts arising between riders, buses and local business. The current transit mall suffers from several problems, such as inconvenient stop locations that force passengers to walk several blocks in order to change buses, narrow sidewalks that may not satisfy ADA requirements and crowded shelters without protection from inclement weather. Idling buses have also caused asphalt damage at stop locations.

Moreover, the current transit mall does not offer direct connection to Metrolink trains. Metrolink had completed constructing the one-mile rail extension, which will enable Metrolink to terminate trains at E Street and Rialto Avenue. Omnitrans has concluded Phase I of a Major Investment Study (MIS) for a Bus Rapid

Transit Corridor along "E" Street. Once the Bus Rapid Transit system is in place, it will connect with the Metrolink extension near the intersection of Rialto and "E" Streets. The linking of these two transportation systems will increase transit users' mobility throughout the region.

Redeveloping the downtown core remains as one of the priorities for the City of San Bernardino. Several lots in the downtown area remain vacant and have been abandoned or are of little use. Developing this area will further revitalize the downtown core. Relocating and consolidating the transcenter will bring additional opportunities for business expansion into the area.

Palm Ave./BNSF Railroad Grade Separation

\$5 million (Baca)

To continue project development activities including environmental document preparation, engineering and design, and right-of-way acquisition for a railroad/highway grade separation at Palm Ave./BNSF in San Bernardino. This project is part of an ongoing effort to expand the Alameda Corridor East rail facilities and without grade separation improvements San Bernardino City and San Bernardino County residents will continue experience increasing amounts of traffic delay caused by slow moving freight trains. An additional safety element of this project is that without a rail/highway grade separation at this location, fire and public safety personnel from a recently constructed fire station in North San Bernardino will encounter delayed response times to emergencies on the south side of this grade crossing.

Eucalyptus/Interstate 15 Interchange

\$2 Million (Lewis/McKeon)

This project provides an important interchange with Interstate 15. Currently, the interchanges at Main Street and Bear Valley Road, separated by four miles, are the only interchanges that serve the City of Hesperia. The lack of access for this rapidly growing area causes massive congestion not only on Main Street and Bear Valley Road, but traffic also backs up on Interstate 15 while trying to exit the freeway, creating unsafe driving conditions on the freeway.

Lenwood Avenue/Cajon Branch Line Improvements to a Grade Crossing

\$3 million (Baca)

To continue project development activities including environmental document preparation, engineering and design, and right-of-way acquisition for a railroad/highway improvement to a grade crossing at Lenwood Ave./Cajon Branch Line. This project is part of an ongoing effort to expand the Alameda Corridor East rail facilities and without improvements at this grade crossing the City and County residents will continue experience increasing amounts of traffic delay caused by slow moving freight trains.

Victor Valley Transit Facility

\$5 million (Baca)

The Victor Valley Transit Authority completed a Facility Master Plan in October 2004. As a result of that study the Authority has purchased a 15 acre site within the City of Victorville for the construction of a new facility to house administration, maintenance and operations functions. This new facility will replace the existing administration, maintenance and operations facility provided through a lease by the contract operator. The total amount being sought is \$30 million over multiple years, \$5 million of which is requested for FY2007.

The new facility will be designed to accommodate an anticipated fleet of 145 vehicles in 2020. The Authority will be seeking a LEED (Leadership in Energy and Environmental Design) rating of Silver for the new facility design. Requested appropriation amount of \$30 million from FTA 5309 Bus/Bus Facilities.

MDC0701A1-JF.doc

- San Bernardino County Transportation Commission
- San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency
- Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 12

Date: January 19, 2007

Subject: Draft Project List and Survey for the Multi-County Goods Movement Action Plan

Recommendation:* Receive information on the draft project list and survey

Background: In October 2004, the SANBAG Board of Directors approved SANBAG participation in development of the Multi-County Goods Movement Action Plan, and authorized a SANBAG contribution of \$125,000 as SANBAG's share of funding for consultant support of action plan development. Agencies participating in this effort include: Los Angeles County Metropolitan Transportation Authority (MTA), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), SANBAG, the Ventura County Transportation Commission (VCTC), Caltrans, and the Southern California Association of Governments (SCAG). Consultant activity on the plan was initiated in mid-2005. A draft action plan is expected in the February/March 2007 timeframe, to be followed by a set of workshops around the region soliciting comments on the draft plan. The action plan will address not only the infrastructure and operational needs for moving goods, but put forward a regional plan for mitigating the environmental and community impacts of growth in freight, in coordination with other plans such as the South Coast Air Quality Management Plan.

One of the elements of the action plan will be a list of goods movement projects. A draft list of projects has been circulated for comment by the agency partners.

*

Approved
Mountain/Desert Policy Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

The list provided in Attachment 1 of this agenda item shows the proposed goods movement projects for San Bernardino County. In some cases, the projects are listed for multiple counties, not just San Bernardino. It should also be noted that some projects are in the process of being evaluated by the MCGMAP consultant. For example, an extensive evaluation of alternative routes and concepts for dedicated truck lanes is underway, including the examination of allowing longer combination vehicles (LCVs – trucks that can haul an additional trailer) to use the dedicated facilities. Some of the projects listed for evaluation may be altered or deleted, pending the outcome of the evaluation. The list was discussed by the SANBAG Comprehensive Transportation Plan Technical Advisory Committee on January 8, and the modifications resulting from that discussion are reflected in Attachment 1. The list is being circulated to the Plans and Programs Committee and the Mountain/Desert Committee for review and comment.

This list currently has no relationship to the California Ports, Infrastructure, Security, and Air Quality Improvement Act passed with Proposition 1B in November 2006. Guidelines for the nomination for projects under this Act have not been developed by the State. However, it would be reasonable to expect that projects eligible for bond money under the Act would be on the list in Attachment 1. Inclusion on the list provides no guarantee of funds from any source. Rather, the list is an effort by the partner agencies to comprehensively assemble a list of all the projects that provide significant benefits to the movement of goods, regardless of whether funds for those projects are currently available. General time frames for implementation will also be identified (short, medium, long term).

The second attachment to this agenda item is a survey that is being distributed to stakeholders within the Southern California region to obtain feedback on various issues and options related to goods movement. Each jurisdiction is being requested to respond to this survey, along with other stakeholders with an interest in goods movement or in the impacts of goods movement on their communities. The survey can be filled out and faxed or mailed to the indicated location or can be completed on-line using the indicated link.

Financial Impact: This item has no financial impact on the Fiscal Year 2006-2007 budget. TN 11107000

Reviewed By: This item will be reviewed by the Mountain/Desert Committee on January 19, 2007.

Responsible Staff: Steve Smith, Principal Transportation Analyst

Comprehensive List of Goods Movement Projects within the MCGMAP Study Area

Updated: December 22, 2006

Category	County	Mode	Description	Cost (\$Mill's)
Shuttle Trains / Alternative Technologies to Additional Intermodal Terminals	LA/SBD/RV	Intermodal	Shuttle train intermodal service to Inland Empire - Inland Terminal (being evaluated by MCGMAP)	
Construction of Truck Lanes/Facilities	LA/SBD	Corridor	East-West Corridor (I-210, SR-210, I-10, SR-210, SR-395) from I-10 Corridor to I-10/SR-60 Interchange - User Fee-Backed Capacity Improvement (being evaluated by MCGMAP)	
	SD/RV/SBD	Highway	I-15 (US 5) Mexico Border to Victorville designated truck lanes (2 lanes in each direction - being evaluated by MCGMAP)	
Use of LCVs on Dedicated Facilities	All	Highway	Use of LCVs on Dedicated Facilities	
	Regional	Railroad Capacity	Regional rail capacity improvement program Regionwide - BNSF and UP	
Rail Grade Separation	SB	Highway/Rail	Grade Crossing from Corning to - Grade Crossings - refer to separate Grade Crossings project list	\$785.0
	SB	Highway/Rail	Colton Crossing - UP and BNSF	200
	SBD/RV		ITS RR Grade Crossing Variable Speed Warning for Inland Empire ITS	\$4.1
	SBD/RV		Electronic Clearance Pre Pass Program for Inland Empire ITS	\$0.9
Extensive Application of ITS Technology for Vehicle Management and Routing	SBD/RV		Oversize/weight permitting for Inland Empire ITS	\$0.1
	SBD		I-10 and I-215 from 0.4 km e/o I-215 (PM 23.6) to 0.9 km e/o SR-38 (PM 31.4) to On I-215 from Riverside County Line (PM 0.0) to Jct I-10/I-215 (PM 4.03) - Install Fiber Optic Communications, FOG backbone system, Changeable message signs (CMS), Ramp metering stations (RMS), modify existing communication hub, CCTV, VDS, TOS Cabinets; widen on-ramps on I-10 and I-215; add aux lanes on I-10 (various locations).	\$9.5
Construction of Additional Freeway Lanes/Capacity	SB	Highway	I-15 from Wheaton Springs-Baily Road to Yates Well Road - construct NB truck descending lane	
	SB	Highway	I-10 - Add auxiliary lanes from I-15 to Riverside Co. line (may be considered part of future widening project)	
	SB	Highway	SR-38 - on new alignment, construct a 4 lane expressway from Kern County Line to 12 km east of US-395 and construct a 4 lane freeway/expressway from Hinkley to Barstow	
	SB	Highway	US-395 - on new alignment, construct a 4/6 lane freeway/expressway from I-15 to SR-58	
	SB	Highway	High Desert Corridor construct a 4/6 lane freeway/expressway from 1 mile W. of US-395 in Adelanto to 4 mi. E. of I-15 (to Dale Evans Parkway)	
	SB	IC/Ramps	I-10 from 1.1 km e/o I-15 (PM 9.9) to 0.4 km e/o I-215 (PM R24.5) - Install RMS, CCTV ESU, widen entrance ramps from 1 to 2 lanes at EB & WB at Cherry Ave, Citrus Ave, Cedar Ave, Riverside Ave and Mt Vernon Ave; WB at Rancho Ave; EB at 9th St.	\$9.2
	SB	IC/Ramps	I-10 from 0.8 km e/o Etiwanda Ave OC (PM 11.6) to 1.5 km w/o Riverside Ave OC (PM 18.1) - In Etiwanda widen exit ramps from 1 to 2 lanes at Cherry Ave, Citrus Ave, & Cedar Ave to accommodate proposed aux lanes at Cherry Ave IC EB aux lane PM 11.99/12.86, WB Aux lane PM 13.38/13.68; Citrus Ave IC EB aux lane only PM 14.58/14.88; Cedar Ave IC EB aux lane PM 17.36/17.83, WB aux lane PM 18.94/19.41.	\$19.0

Comprehensive List of Goods Movement Projects within the MCGMAP Study Area

Updated: December 22, 2006

Category	County	Mode	Description	Cost (\$Mill's)
Construction of Freeway Operational/Safety Improvements	SB	Mixed Flow	I-10 WB from Yucaipa Bl to Ford St - Add 1 MF lane westbound	\$30.0
	SB	Highway	SR-60 from Ramona Ave. to I-15 - add auxiliary lanes	
	SB	Highway	I-15 Widening from SR-60 to Victorville, per I-15 Corridor Study truck lanes or managed lane concept	
	SB	IC/Ramps	I-15/I-215 Devore Interchange	\$200
	SBD	IC/Ramps	SR-60 / Ramona	\$26
	SBD	IC/Ramps	SR-60 / Euclid	
	SBD	IC/Ramps	SR-60 / Grove	
	SBD	IC/Ramps	SR-60 / Vineyard	\$43
	SBD	IC/Ramps	SR-60 / Archibald	\$43
	SBD	IC/Ramps	I-10 / Monte Vista	\$6
	SBD	IC/Ramps	I-10 / Groves	\$25
	SBD	IC/Ramps	I-10 / Cherry	\$67
	SBD	IC/Ramps	I-10 / Beech	\$43
	SBD	IC/Ramps	I-10 / Citrus	\$48
	SBD	IC/Ramps	I-10 / Cedar	\$47
	SBD	IC/Ramps	I-10 / Riverside	\$33
	SBD	IC/Ramps	I-10 / Pepper	\$50
	SBD	IC/Ramps	I-10 / Mt. Vernon	\$33
	SBD	IC/Ramps	I-10 / Tippecanoe	\$31
	SBD	IC/Ramps	I-10 / Mt. View	\$50
	SBD	IC/Ramps	I-10 / California	\$50
	SBD	IC/Ramps	I-10 / Alabama	\$43
	SBD	IC/Ramps	I-15 / 6th/Avg	\$26
	SBD	IC/Ramps	I-15 / Joshua	\$36
	SBD	IC/Ramps	I-15 / LaMesa/Nisqually	\$1
	SBD	IC/Ramps	I-15 / Bear Valley	\$72
	SBD	IC/Ramps	I-15 / University	\$20
	SBD	IC/Ramps	I-215 / Pecos/Lind	\$29
	SBD	IC/Ramps	I-215 / Palm	\$50
	SBD	IC/Ramps	SR-218 / Sh	\$10
	SBD	IC/Ramps	I-15 at 600th Blvd (SR-66) - Add 400m deceleration lane on NB I-15 and widen NB off-ramp from 1 to 2 lanes.	\$17
	SB	IC/Ramps	Southwest California Logistics Airport Rail Project at - Track and intermodal yard improvements (Phases 1 through 4).	\$0.7
Increase Port/Rail Yard Freight Capacity	SBD	Other		\$278.5

ALAMEDA CORRIDOR-EAST TRADE CORRIDOR PLAN

San Bernardino County Improvement Plan

Total costs include 1.6x escalation over costs in 2001 plan

Project Description	Total Project Cost In \$ Million	SCHEDULE							
		Prelim. Design/ Environmental		Final Design		Right-of-Way		Construction	
		Time Frame	Est. Cost	Time Frame	Est. Cost	Time Frame	Est. Cost	Time Frame	Est. Cost
PHASE 1 PROJECTS									
Grove Avenue on the Alhambra Line	\$ 2.5	Complete	-	Complete	-	Complete	-	Complete	-
Grove Avenue on the Los Angeles Line	\$ 12.0	Complete	-	Complete	-	Complete	-	Complete	-
Ramona Avenue on the Alhambra and Los Angeles Lines	\$ 15.9	Complete	0.17	Complete	0.80	Complete	3.27	FY07	11.63
Monte Vista Avenue on the Alhambra and Los Angeles Lines	\$ 28.9	Complete	0.40	Complete	1.15	FY07	7.64	FY09	19.91
State University on the Cajon Line	\$ 27.5	Complete	0.24	FY06	1.42	FY07	4.10	FY08	21.69
Hunts Lane on the Yuma Line	\$ 26.4	FY07	0.45	FY07	1.40	FY08	5.00	FY09	19.55
Milliken Avenue on the Alhambra Line*	\$ 55.0	Complete	0.57	FY07	4.43	FY08	0.25	FY09	49.74
* Full funding of Milliken is dependent on OA level									
Phase 1 Total	\$ 113.1								
PHASE 2 PROJECTS									
Alhambra and Los Angeles Lines Combined (UP)									
Central Ave.	\$ 4.6	FY12	0.06	FY13	0.58	FY13	0.61	FY14	3.39
San Antonio Avenue	\$ 31.8	FY11	0.48	FY12	3.98	FY12	4.14	FY13	23.24
Sultana Avenue	\$ 25.3	FY13	0.38	FY14	3.16	FY14	3.29	FY15	18.45
Campus Avenue	\$ 31.7	FY08	0.48	FY09	3.96	FY10	4.12	FY11	23.13
Alhambra Line (UP)									
Vineyard Avenue	\$ 29.8	FY08	0.45	FY09	3.72	FY10	3.87	FY11	21.72
Mt. Vernon Avenue	\$ 5.9	FY12	0.09	FY13	0.74	FY13	0.77	FY14	4.32
Los Angeles Line (UP)									
Vine Avenue	\$ 25.4	FY13	0.38	FY14	3.18	FY14	3.31	FY16	18.57
Bon View Avenue	\$ 25.3	FY11	0.38	FY12	3.16	FY12	3.29	FY13	18.45
Vineyard Avenue	\$ 27.0	FY10	0.41	FY11	3.38	FY11	3.52	FY12	19.74
Archibald Avenue	\$ 31.2	FY08	0.47	FY09	3.90	FY10	4.06	FY11	22.78
Milliken Avenue	\$ 25.8	FY09	0.39	FY10	3.22	FY11	3.35	FY12	18.80
San Bernardino Line (BNSF and UP)									
Valley Boulevard	\$ 31.4	FY08	0.47	FY08	3.92	FY09	4.08	FY10	22.89
Laurel Street	\$ 27.4	FY09	0.41	FY09	3.42	FY11	3.56	FY12	19.97
Main Street	\$ 27.4	FY10	0.41	FY11	3.42	FY11	3.56	FY12	19.97
Olive Street	\$ 25.8	FY11	0.39	FY12	3.22	FY12	3.35	FY13	18.80
Mt. Vernon Avenue	\$ 43.2	Complete	-	FY08	0.66	Complete	-	FY09	42.50
Other improvements*: E Street, H Street	\$ 0.5	FY08	0.01	FY09	0.06	FY09	0.07	FY10	0.37
Cajon Line (BNSF and UP)									
Palm Avenue	\$ 26.9	FY08	0.40	FY10	3.36	FY11	3.49	FY12	19.62
Glen Helen Parkway	\$ 28.2	FY08	0.42	FY10	3.52	FY11	3.66	FY12	20.56
Ranchero Road	\$ 32.5	Complete	-	FY07	4.06	FY08	4.22	FY09	23.71
Vista Road	\$ 25.8	FY11	0.39	FY11	3.22	FY12	3.35	FY13	18.80
Hinkley Road	\$ 24.5	FY12	0.37	FY13	3.06	FY13	3.18	FY14	17.87
Lenwood Road	\$ 26.7	FY08	0.40	FY09	3.34	FY10	3.47	FY12	19.51
Oro Grande	\$ 9.6	FY12	0.14	FY14	1.20	FY14	1.25	FY18	7.01
Other improvements*: Indian Trail	\$ 0.5	FY07	0.01	FY07	0.06	FY08	0.07	FY09	0.37
Cutoff Line (UP)									
Ranchero Road	\$ 24.5	FY11	0.37	FY12	3.06	FY12	3.18	FY13	17.87
Phelan Road	\$ 1.0	FY08	0.02	FY08	0.13	FY08	0.13	FY08	0.73
Other improvements*: Johnson Road	\$ 0.5	FY08	0.01	FY08	0.06	FY08	0.07	FY08	0.37
Yuma Line (UP)									
Whittier Avenue	\$ 0.5	FY08	0.01	FY08	0.06	FY08	0.07	FY08	0.37
Beaumont Avenue	\$ 24.5	FY12	0.37	FY14	3.06	FY14	3.18	FY15	17.87
Alessandro Road	\$ 25.3	FY10	0.38	FY11	3.16	FY11	3.29	FY13	18.45
Other improvements*: San Timoteo Canyon Road	\$ 2.0	FY08	0.03	FY08	0.25	FY08	0.26	FY09	1.46
Phase 2 Total	\$ 672.2								
*Not previously indicated for separation, more recent data may indicate otherwise									
Total	\$ 785.3								

Southern California Multi-County Goods Movement Action Plan

SURVEY NO. 2

Background

Significant increases in goods movement – the movement of goods for sale, supplies, and products by truck, freight train, airplane, and cargo ship – are expected within the next 20 years in Southern California. With imports coming in at an all-time high through the seaports of Los Angeles and Long Beach and the Mexican border crossings, Southern California not only serves as the network by which we receive our own goods, but also as the network by which eastern regions and states throughout the country receive their goods. In order for so many products to be readily available on our grocery and retail shelves, so much of them come through our ports, are "transloaded" or transferred off ship containers into local warehouses and then are trucked to our local stores or routed to points beyond Southern California.

Since May 2004, a partnership of public agencies (listed in the box below) has been studying transportation challenges related to goods movement. The **Southern California Multi-County Goods Movement Action Plan (MCGMAP)** will propose goods movement projects and strategies for six Southern California counties: Los Angeles, Ventura, San Bernardino, Riverside, Orange and San Diego. Technical review and stakeholder input has been steady and very helpful. We thank all who responded to Survey No. 1 in May 2006.

Purpose of this Survey

Based upon study work completed thus far, the MCGMAP team is now ready to propose goods movement regional strategies for public review and comment. **You are being asked for your opinions about these goods movement strategies with this Survey No. 2.** The attached survey will take about 10-15 minutes of your time.

All personal contact information will be kept confidential unless you agree to let us add you to our mailing list for this project. Answers from all respondents will be combined, so no one will be able to identify you by your answers.

Please complete the survey no later than **January 31, 2007** by:

- Completing it online at: www.metro.net/mcgmap
- Completing the hard copy and e-mail a PDF file to: MCGMAP@ArellanoAssociates.com
- Completing the hard copy and faxing to: (909) 628-5804
- Completing the hard copy and mailing to:

MCGMAP
c/o Arellano Associates
4091 Riverside Drive, Suite 117
Chino, CA 91710

For additional project information, including dates, times and locations of stakeholder meetings in Southern California, please visit our **homepage** website www.metro.net/mcgmap/ or e-mail us at mcgmap@metro.net.

Thank you for taking the time to complete our survey!

A partnership of:

*Los Angeles County Metropolitan Transportation Authority ♦ Orange County Transportation Authority
Riverside County Transportation Commission ♦ San Diego Association of Governments
San Bernardino Associated Governments ♦ Ventura County Transportation Commission
California Department of Transportation ♦ Southern California Association of Governments*

Section 1: Individual, Public Agency or Organization Information

1. I am responding to this entire survey as a(n): (Check one only.)

- ☐ Individual
☐ Representative of Public Agency (Federal, state, county or city, etc.)
☐ Representative of an Organization (Community-based, non-profit, professional association, issues advocacy, etc.).
☐ Private Business

2. In which county are you? (Check all that apply to you or your organization.)

- | | |
|---|--|
| <input type="checkbox"/> Los Angeles County
<input type="checkbox"/> Ventura County
<input type="checkbox"/> San Bernardino County
<input type="checkbox"/> Riverside County | <input type="checkbox"/> Orange County
<input type="checkbox"/> Imperial County
<input type="checkbox"/> San Diego County
<input type="checkbox"/> Other: _____ |
|---|--|

3. Would you like your name and contact information added to our mailing list for this project? (Check one only.)

- ☐ Yes (Please complete #4-10 below.)
☐ No (Skip to Question #11 below.)

4.	Individual's Name			
5.	Agency, Organization or Business Name <i>(if applicable)</i>			
6.	Address			
7.	City			
8.	State			
9.	Zip Code			
10.	E-Mail			
11.	If Individual , please check County of residence:	<input type="checkbox"/> Los Angeles <input type="checkbox"/> Ventura <input type="checkbox"/> San Bernardino	<input type="checkbox"/> Riverside <input type="checkbox"/> Orange <input type="checkbox"/> Imperial	<input type="checkbox"/> San Diego <input type="checkbox"/> Other: _____
12.	If Public Agency , check one:	<input type="checkbox"/> Local government <input type="checkbox"/> County government <input type="checkbox"/> State government <input type="checkbox"/> Federal government <input type="checkbox"/> Other, please describe: _____		
13.	If Organization , check one:	<input type="checkbox"/> Community Based <input type="checkbox"/> Issue Advocacy <input type="checkbox"/> Non-Profit <input type="checkbox"/> Professional Association <input type="checkbox"/> Other, please describe: _____		
14.	If Private business , Check one:	<input type="checkbox"/> Rail <input type="checkbox"/> Trucking <input type="checkbox"/> Maritime	<input type="checkbox"/> Aviation <input type="checkbox"/> Industrial/Manufacturing <input type="checkbox"/> Warehouse/Distribution	<input type="checkbox"/> Logistics/3PL <input type="checkbox"/> Other: _____

Section 2: Goods Movement Projects and Strategies

Many ideas have been suggested during the MCGMAP study that help address our goods movement challenge here in Southern California. Many project ideas and strategies have been identified. Ultimately, a mix of these ideas – rather than just one strategy – will be needed to improve our traffic flow and stem the negative impacts on our air quality, neighborhoods and overall environment. Of the following categories, please rate your level of support:

GOODS MOVEMENT STRATEGIES BY CATEGORY	Level of support from you, your agency, organization or business (Please check only one box per line.)				
	1 No Support	2 Little Support	3 Some Support	4 Supportive	5 Highly Supportive
PORT/RAIL-RELATED					
15. Additional near-dock rail close to ports to load containers directly to rail and reduce truck trips					
16. More intermodal facilities, where freight can be transferred between trains and trucks (existing facilities are at capacity)					
17. New shuttle trains to move freight between ports and intermodal facilities					
18. Other alternative technologies to move freight to intermodal facilities					
19. Increase rail capacity by adding new track along existing rail lines					
20. More rail grade separations, where highways will go over or under rail tracks and traffic will not have to wait for trains					
21. Increase capacity of port and railyards by more efficient operations					
TRUCK-RELATED					
22. Dedicated truck lanes, which are freeway lanes for trucks only, separated by barriers from other lanes (with or without tolls)					
23. In San Diego County only, allowing trucks on the barrier-separated high-occupancy vehicle (HOV) lanes in the off-peak periods (with or without tolls)					
24. Dedicated truck lanes only if significant impacts are avoided					

GOODS MOVEMENT STRATEGIES BY CATEGORY	Level of support from you, your agency, organization or business (Please check only one box per line.)				
	1 No Support	2 Little Support	3 Some Support	4 Supportive	5 Highly Supportive
25. Allow Longer Combination Vehicles (LCVs), also known as "triple trailers," on dedicated truck lanes if legalized (LCVs are trucks that are allowed to haul an added trailer)					
HIGHWAY-RELATED					
26. Improvements to freeway interchanges to reduce congestion into and out of industrial areas					
27. Add new freeway lanes for all traffic, both trucks and cars together					
28. New express toll lanes (like the SR-91 express lanes/"Fast Track") on other freeways, to reduce congestion for both cars and trucks					
OPERATIONAL & TECHNOLOGY					
29. Expand seaport and border crossing hours further to increase efficiency and spread traffic					
30. Expand delivery hours at warehouses to increase efficiency and spread traffic					
31. Increased use of advanced technology for vehicle management, routing and safety inspections					
32. Operational and scheduling techniques to reduce delays at ports and intermodal facilities					
FINANCIAL & POLICY					
33. Charge a fee on containers to pay for infrastructure improvements that facilitate freight movement					
34. Require new dedicated truck lane facilities to be totally user-financed through either container fees and/or tolls					
35. Fund new dedicated truck lane facilities through a combination of public funds and user fees, if that is the only way they can be built					

GOODS MOVEMENT STRATEGIES BY CATEGORY	Level of support from you, your agency, organization or business (Please check only one box per line.)				
	1 No Support	2 Little Support	3 Some Support	4 Supportive	5 Highly Supportive
ENVIRONMENTAL					
36. Invest in air quality improvements at the same time as infrastructure improvements					
37. Invest in air quality improvements first, then focus on infrastructure improvements					
38. Invest in infrastructure improvements first, then focus on air quality improvements					
39. Public funds should be used as an incentive to help truck operators to change over to cleaner engines					
40. Public funds should be used as an incentive to help the railroads switch to cleaner engines					
41. Railroads and truckers should fund cleaner engines entirely on their own					
42. The ports should negotiate with steamship operators to reduce pollutants through strict provisions in terminal leases					
43. Local governments should require buffers between new industrial developments and new/existing residential areas					
44. Local governments should require buffers between new residential development and heavily traveled freeways and rail lines					

Section 3: Specific Project Questions

The following questions pertain to issues or projects which have drawn a high level of stakeholder attention during this **MCGMAP** study.

45. STEP 1: Check all highways on which you believe *dedicated truck lanes* could be both feasible and beneficial.

STEP 2: For those highways you have selected, please indicate your order of priority with "1" being the most important, "2" being the second most important, and so on.

STEP 3: Check all highways on which you believe *additional mixed flows lanes* could be both feasible and beneficial.

STEP 4: For those highways you have selected, please indicate your order of priority with "1" being the most important, "2" being the second most important, and so on.

Highway Name (In alphabetical and numerical order)	TRUCK LANES		MIXED FLOW LANES	
	Step 1: Truck Lane? (check all that apply)	Step 2: Truck Lane Priority (number)	Step 3: Mixed Flow? (check all that apply)	Step 4: Mixed Flow Priority (number)
Interstate 5 (Golden State Freeway) in Los Angeles County				
Interstate 5 (Santa Ana Freeway) in Orange County				
Interstate 5 (San Diego Freeway) in San Diego Co. (to Mexico Border)				
Interstate 10 (Santa Monica Freeway) in West Los Angeles County				
Interstate 10 (San Bernardino Freeway) in East Los Angeles County				
Interstate 10 (San Bernardino Freeway) in San Bernardino County				
Interstate 10 (San Bernardino Freeway) in Riverside County				
Interstate 15 (Barstow/Mojave Freeway) in San Bernardino County				
Interstate 15 (Temecula Valley Freeway) in Riverside County				
Interstate 15 (Escondido Freeway) in San Diego County				
Interstate 110 (Harbor Freeway) in Los Angeles County				
Interstate 210 (Foothill Freeway) in Los Angeles County				
State Route 210 (Foothill Freeway) in San Bernardino County				
Interstate 215 (Barstow Freeway) in San Bernardino County				
Interstate 215 (Riverside/Escondido Freeway) in Riverside County				
Interstate 405 (San Diego Freeway) in Los Angeles County				
Interstate 605 (San Gabriel Valley River Freeway) in Los Angeles Co.				
Interstate 710 (Long Beach Freeway) in Los Angeles County				
State Route 57 (Orange Freeway) in Los Angeles County				
State Route 57 (Orange Freeway) in Orange County				
State Route 60 (Pomona Freeway) in Los Angeles County				
State Route 60 (Pomona Freeway) in San Bernardino County				
State Route 60 (Moreno Valley Freeway) in Riverside County				
State Route 91 (Artesia/Riverside Freeway) in Orange County				
State Route 91 (Artesia/Riverside Freeway) in Riverside County				
State Route 118 (Ronald Reagan Freeway) in Ventura County				
State Route 118 (Ronald Reagan Freeway) in Los Angeles County				
State Route 126 (Santa Paula Freeway) in Ventura County				
State Route 126 (Santa Paula Freeway) in Los Angeles County				
State Route 138 (Pearblossom Highway) in North Los Angeles County				
State Routes 905/11 (Otay Mesa Road) in San Diego County				
US Route 101 (Ventura Freeway) in Ventura County				
US Route 101 (Hollywood Freeway) in Los Angeles County				
US Route 395 (Eastern Sierra Highway) in San Bernardino County				
State Routes 86 and 111 in Imperial County (to Mexico border)				

46. For all goods movement improvement projects, what sources of funding should be used to construct new projects?

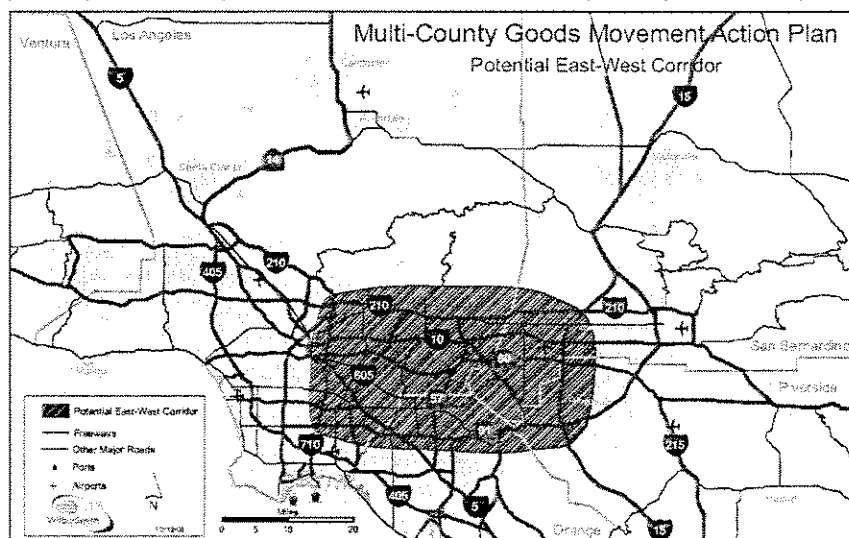
Sources of Funding	Check all that apply	What is your priority? (number)
Tolls		
Container fees		
Public bond issue		
Taxes (gas, sales, other)		
Private sector		
Other:		

47. Much of the goods movement traffic travels east-west between the Ports of Los Angeles and Long Beach to points farther east. Many of these trucks travel from these two ports on the I-710 (Long Beach Freeway) and then transfer to one of four freeways to get to the Inland Empire and points beyond. They are:

- State Route 91 (Artesia/Riverside Freeway),
- State Route 60 (Pomona/Moreno Valley Freeway),
- Interstate 10 (San Bernardino Freeway)
- Interstate 210 (Foothill Freeway).

Do you think improvements, which would encourage truck traffic, should be made to one of these four east-west freeways *more* so than the others?

_____ Yes, improve one of these the most (Go to question #48.) _____ No, improve all about the same (Go to question #49.)



48. If yes, which one? (Check one only.)

- _____ State Route 91 (Artesia/Riverside Freeway) in Orange and Riverside Counties
 _____ State Route 60 (Pomona/Moreno Valley Freeway) in Los Angeles, San Bernardino and Riverside Cos.
 _____ Interstate 10 (San Bernardino Freeway) in Los Angeles, San Bernardino and Riverside Counties
 _____ State Route 210 (Foothill Freeway) in Los Angeles and San Bernardino Counties

Section 4: General Questions

49. Of all the goods movement strategies presented here, or which you are aware, which five projects or strategies do you believe should absolutely be implemented in Southern California?

1. _____
2. _____
3. _____
4. _____
5. _____

50. What projects or strategies, if any, should be added for consideration?

51. Is there anything else you would like to tell us about goods movement issues in Southern California?

52. Please suggest any other possible survey responders.

Thank you for your time in completing this important survey!

Please visit our website for ongoing information and final steps on the Southern California Multi-County Goods Movement Action Plan.

www.metro.net/mcgmap

-
- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
-

Minute Action

AGENDA ITEM: 13

Date: January 19, 2007

Subject: Mountain/Desert Committee 2007 Meeting Schedule

Recommendation:* Approve Mountain/Desert Committee 2007 Meeting Schedule.

Background: The SANBAG Mountain/Desert Committee has established a regular meeting schedule on the third Friday of each month, beginning at 9:00 a.m., in the Town of Apple Valley. Although a monthly schedule is adopted, it is acknowledged that when there are not sufficient business items to require a meeting, the meeting will be cancelled. It has also been the practice to modify the meeting location or time when required to prevent conflicts for elected members of the committee. SANBAG staff, however, has been directed to make every effort to minimize deviation from the regular schedule to insure continuity of meetings and participation.

A proposed 2007 meeting schedule is included in this item for approval. Committee members and staff are urged to calendar these meetings for the coming year. Advance confirmation of meetings or cancellation notices are part of SANBAG's standard procedure for meeting preparation.

*

Approved
Mountain/Desert Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

The proposed 2007 meeting schedule is as follows:

January 19, 2007	July 20, 2007
February 16, 2007	August 17, 2007
March 16, 2007	September 21, 2007
April 20, 2007	October 19, 2007
May 18, 2007	November 16, 2007
June 15, 2007	December 21, 2007

Financial Impact: Approval of the regular meeting schedule has no impact upon the SANBAG budget. Activities to support the Mountain/Desert committee meetings are in the approved SANBAG budget in Task No. 94107000, Mountain/Desert Planning and Project Development.

Reviewed By: This item is scheduled for review by the Mountain/Desert Committee on January 19, 2007.

Responsible Staff: Deborah Robinson Barmack
Director of Management Services

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 14

Date: January 19, 2007

Subject: Election of Committee Chair and Vice Chair

Recommendation:* Conduct elections for members to serve as Chair and Vice Chair of the Mountain/Desert Committee for terms to end June 30, 2007.

Background: Due to changes in membership, the Chair and Vice Chair for Mountain/Desert Committee are currently vacant. This time has been established for the Mountain/Desert Committee members to select individuals to service in these capacities until June 30, 2007, which will be the end of the current term.

A complete listing of SANBAG policy committees, membership, and chairs is attached to this item for reference.

Financial Impact: Staff support for this activity is consistent with the adopted budget. This item has no financial impact upon the SANBAG budget.

Reviewed By: This item is scheduled for action by the Mountain/Desert Committee on January 19, 2007.

Responsible Staff: Deborah Robinson Barmack
Director of Management Services

MDC0701B-DRB
Attachment: SANBAG Policy Committee Membership (2 pages)
0660105

Approved
Mountain/Desert Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

SANBAG Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
Administrative Committee SANBAG President, Vice President, and Immediate Past President 3 East Valley (2 City, 1 County) 3 West Valley (2 City, 1 County) 3 Mt/Desert (2 City, 1 County) City members shall be SANBAG Board Members elected by caucus of city SANBAG Board Members within the subarea. Supervisors collectively select their representatives. The SANBAG Vice President shall serve as Chair of the Administrative Committee.	Makes recommendations to Board of Directors and: (1) Provides general policy oversight which spans the multiple program responsibilities of the organization and maintains the comprehensive organization integrity; (2) Provides policy direction with respect to administrative issues, policies, budget, finance, audit, and personnel issues for the organization; (3) Serves as policy review committee for any program area that lacks active policy committee oversight. Committee has authority to approve contracts of up to \$25,000 with Board of Directors ratification to follow.	Vacant (James Lindley), Vice President (Chair) Dennis Hansberger, President (Vice Chair) Paul Biane, Past President Robert Christman, Loma Linda Kevin Cole, Twentynine Palms Bea Cortes, Grand Terrace Paul Eaton, Montclair Josie Gonzales, Supervisor Gwenn Norton-Perry, Chino Hills Gary Ovitt, Supervisor Vacant (Bill Postmus), Supervisor Rick Roelle, Apple Valley	6/30/2007 6/30/2007 6/30/2007 12/31/2007 12/31/2008 12/31/2008 12/31/2008 12/31/2007 12/31/2007 12/31/2007 12/31/2007 12/31/2007
Commuter Rail Committee Nine Valley-elected officials, four of who shall be the Southern California Regional Rail Authority primary (*) and alternate (**) members. The terms of appointments for SCRRA members and alternates shall be concurrent with their term on SCRRA. The four remaining members shall be SANBAG Board Members appointed by the SANBAG President for two-year terms.	Provides policy guidance and recommendations to the SANBAG Board of Directors and Southern California Regional Rail Authority delegates with respect to commuter rail service in San Bernardino County. * SCRRA Primary Member ** SCRRA Alternate Member	Pat Gilbreath, Redlands (Chair) ** Lee Ann Garcia, Grand Terrace (Vice Chair) Vacant (Paul Biane) Robert Christman, Loma Linda Paul Eaton, Montclair * Pat Morris, San Bernardino * Vacant (Alan Wapner, Ontario) Diane Williams, Rancho Cucamonga ** Vacant (Kelly Chastain, Colton)	Indeterminate (6/30/2007) 12/31/2006 (6/30/2007) 12/31/2006 12/31/2007 Indeterminate Indeterminate 12/31/2008 Indeterminate 12/31/2007
Mountain/Desert Committee Membership consists of SANBAG Board Members from each Mountain/Desert jurisdiction and County Supervisors representing the First and Third Districts.	Provides ongoing policy level oversight related to the full array of SANBAG responsibilities as they pertain specifically to the Mountain/Desert subregion. The Committee also meets in conjunction with the Mountain/Desert Measure I Committee as it carries out responsibilities for Measure I Mountain/Desert Expenditure Plan.	Vacant (Bill Postmus), Supervisor (Chair) Vacant (James Lindley), Hesperia (Vice Chair) Kevin Cole, Twentynine Palms Vacant (Paul Cook), Yucca Valley Lawrence Dale, Barstow Dennis Hansberger, Supervisor Darrell Mulvihill, Big Bear Lake Trinidad Perez, Adelanto Rick Roelle, Apple Valley Mike Rothschild, Victorville Rebecca Valentine, Needles	Indeterminate (6/30/2006) Indeterminate (6/30/2006) Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate

Policy Committee Meeting Times	
Administrative Committee	Second Wednesday, 9:00 a.m., SANBAG Offices
Commuter Rail Committee	Third Thursday every other month following the SANBAG Board meeting (Odd Months), 12:00 noon, SANBAG Offices
Major Projects Committee	Second Thursday following the SANBAG Board meeting, 9:00 a.m., SANBAG Offices
Mountain/Desert Committee	Third Friday, 9:00 a.m., Apple Valley
Programs Committee	Third Wednesday, 12:00 noon, SANBAG Offices

SANBAG Acronym List

1 of 2

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CAC	Call Answering Center
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DMO	Data Management Office
DOT	Department of Transportation
E&H	Elderly and Handicapped
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MIS	Major Investment Study
MOU	Memorandum of Understanding

SANBAG Acronym List

2 of 2

MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PPM	Planning, Programming and Monitoring Funds
PSR	Project Study Report
PTA	Public Transportation Account
PVEA	Petroleum Violation Escrow Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
ROD	Record of Decision
RTAC	Regional Transportation Agencies' Coalition
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SANBAG	San Bernardino Associated Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
S RTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TIA	Traffic Impact Analysis
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TOPRS	Transit Operator Performance Reporting System
TSM	Transportation Systems Management
USFWS	United States Fish and Wildlife Service
UZAs	Urbanized Areas
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993
Reaffirmed March 6, 1996